Navy News

PLAIN ENGLISH CAMPAIGN AWARD WINNER

JUNE 1999 80p

PLYMOUTH NAVY DAYS

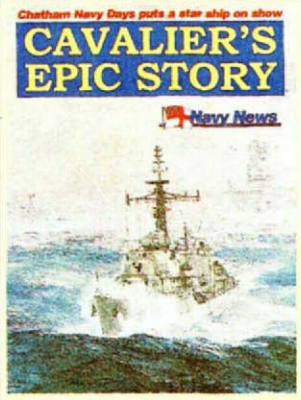
25 family tickets to be won!

page 4

Name new families group for £500 p17

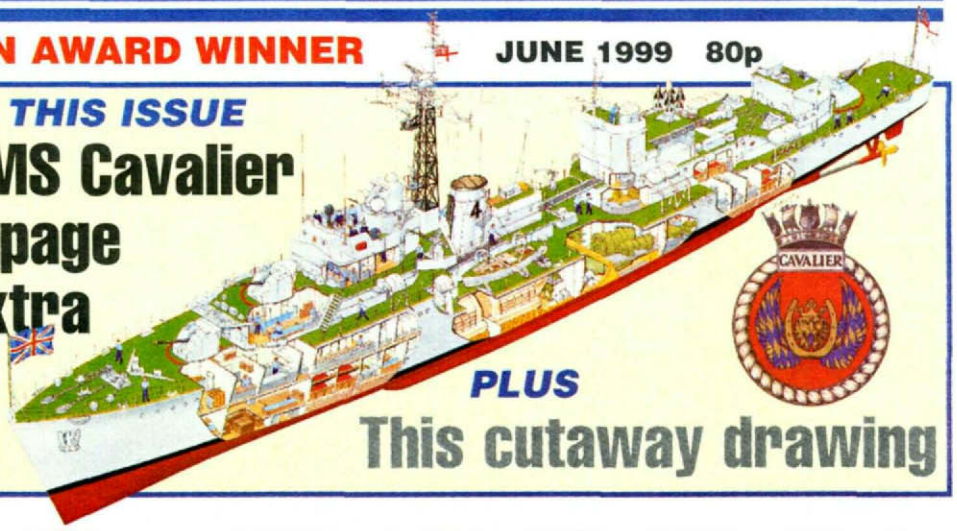
Win family tickets for Legoland p30

Kids: Thorpe Park FREE ENTRY p29



IN THIS ISSUE

HMS Cavalier 8-page extra



PLUS

This cutaway drawing

NOW SHE'S READY FOR ANYTHING

Helicopter assault ship HMS Ocean is now at five days' notice to deploy anywhere in the world after an air and sea assault exercise with Sea King aircraft and 42 Commando Royal Marines.
Picture: LA(PHOT) Graham Meggitt

Ocean exercise switch 'a contingency move'

HELICOPTER carrier HMS Ocean was reaching her highest ever state of readiness as she completed a major amphibious landing exercise off the coast of North Devon *writes Dominic Blake.*

As *Navy News* went to press hundreds of Royal Marines from Plymouth-based 42 Commando were embarked in Ocean for Exercise Aurora, with assault ship HMS Fearless, RFA landing ships Sir Galahad and Sir Bedivere and the destroyer HMS Edinburgh.

With the end of the exercise, Ocean will be fully worked-up with the Royal Marines and 18 aircraft from Yeovilton's Commando Helicopter Force, and will be ready to deploy anywhere in the world with just five days notice.

Exercise Aurora was the culmination of the ultimate peace-time test of the carrier's capabilities – a simultaneous air and sea assault by two companies using a dozen Sea King Mk 4 helicopters and landing craft operated by 9 Assault Squadron RM.

Her Commanding Officer, Capt Bob Turner, said: "Ocean is designed to deploy a battalion-sized unit in an amphibious operation and that is the top end of her war-fighting role.

"We will have the capability of operating troop and attack helicopters and our new landing craft at very long range, and will be perfectly placed to seize objectives from over the horizon, and to do it very effectively."

At 21,500 tons, HMS Ocean is one of the biggest ships in the Navy and is the Service's first purpose-built helicopter carrier.

And the deployment of 42 Cdo, just back from a tour of Northern Ireland, means that all three elements of 3 Commando Brigade have now lived and worked in the ship.

Humanitarian relief operations were conducted by 45 Cdo from Ocean in Central America after last year's Hurricane Mitch, and 40 Cdo were embarked in the ship for operational sea training which was concluded successfully on April 29.

Exercise Aurora was to have taken place off the coast of the USA and Canada, but was switched to the UK as a "prudent contingency measure" during the intensification of Operation Allied Force in the Balkans.

■ Report and pictures - pages 20- 21.



Invincible returns

HMS INVINCIBLE and her task group were heading back to Britain as *Navy News* went to press.

The group – which also includes HMS Newcastle and RFAs Fort Austin and Bayleaf – is not due to be replaced, although RFA Argus has been ordered to the Adriatic to supplement RN forces.

■ Full story – page 4.

WE SCOOP 5 AWARDS

NAVY NEWS has won a record five Awards of Excellence in a national competition run by the British Association of Communicators in Business.

The awards came for Best Newspaper, Best Colour Picture, Best Illustration and two for Best News Story

■ Full story – page 18.

■ PEOPLE IN THE NEWS p10-11 ■ LEISURE p22-23 ■ RNA p24-25 ■ SPORT p37-39

JIM PLANS FOR MORE STARS IN FRONT LINE

BETTER shows with more stars are expected to be put on for Service people in the front line with the creation of a new charity to pay for Armed Forces entertainment.

The British Forces Foundation was launched on May 6 by TV comedian and presenter Jim Davidson who is chairman of the organisation's Trustees. Patron is Baroness Thatcher.

Fresh funds from industry and commerce will be raised chiefly to enable Combined Services Entertainment – the successor to the wartime ENSA – to sign up the stars to visit members of the Armed Forces committted to operational areas.

Jim Davidson, who had just returned from a four-day trip to entertain British Service people on Operation Allied Force in the Balkans, was joined by a supporting cast of dancers – as well as members of all three Armed Forces – to launch the charity in HMS President in London.

The BFF was Jim Davidson's brainchild and its aims are to encourage top-class performers from show business to go around the world entertaining Service people.

The charity has the backing of the Chief of the Defence Staff, General Sir Charles Guthrie. Its Trustees include former First Sea Lord Admiral Sir Jock Slater and Laurie Mansfield, chairman of International Artists Ltd.

Welcoming the launch, Defence Secretary George Robertson said taking entertainment to Service people abroad on operations was "vitally important to their well-being" and he congratulated Jim Davidson and all those involved in the Foundation.

Inaugural ball of the BFF was held on May 23 at the Grosvenor House Hotel. Donations to the fund can be sent to British Forces Foundation, E1 Brooklands Close, Sunbury-on-Thames, Middlesex YW16 7DX.



● *Jim Davidson with a trio of supporting dancers – Girl Nation – at the launch of a new charity designed to bring better entertainment to Service people on operations.* *Picture: PO(PHOT) Paul McCabe*

Dive at A-bomb island planned

A JOINT Services team containing Navy and Royal Marines divers is to undertake an expedition to Bikini Atoll, site of a massive post-war nuclear weapons test.

The 13-man team will deep dive from four Micronesian islands, in the North Pacific, to look at the biology of the area and assess residual radiation.

Over 240 ships, including World War II giants such as the aircraft carrier USS Saratoga and the Nagato – Japan's Fleet flagship for the attack on Pearl Harbor – were assembled in the lagoon in 1946 and atomic weapons detonated around them. The team will dive on a number of the major wrecks.

Prof David Bellamy, patron of Exercise Saratoga Crossroads, has also asked the team to note the effects of the El Nino phenomenon on coral.

The team – including Lt Cdr Kim Godfrey, Lt Cdr Andy Boorer RN (retd), Lt Simon Fleischer, C/Sgt Geoffrey Power, Sgt Stephen Coley and AB(D) Dave Moffat – will gather in Gibraltar, where the expedition was organised, before heading to Micronesia in mid-July for a series of progressively deeper diving programmes.

Organisers would still like to hear from potential sponsors – a military media team is accompanying the exercise, and there are plans for a documentary as well as articles in general and specialist media.

For more details contact Lt Cdr Godfrey at RNHQ, RN Gibraltar, BFPO 52, or e-mail:
godfrog@gibnynex.gi

New warnings after Sierra Leone inquiry

Harassment time limits are widened

THE TIME limit for complaints in the Services of sexual or racial discrimination or harassment has been amended in line with what Employment Tribunals may consider as a period of harassment.

A complaint can be submitted up to three months after the last incident. However, the Ministry of Defence now recognises that Employment Tribunals may consider the whole period over which such incidents are alleged to have taken place and treat them as one continuous act.

The regulations have been amended so that all the allegations over the whole period are to be considered during investigation.

Details are published in Joint Service Defence Council Instruction 17/99.

MEMBERS of the Armed Forces are being given new guidance on their contacts with private military companies in the wake of the report on the Sierra Leone Arms Investigation – the Sandline affair.

The guidance applies to contacts with companies who supply, or offer to supply, mercenaries or related military services, and with those known to be connected with such companies.

Members of the Services, and all other Defence employees, are being told to be alert to the potential embarrassment to the Government which could be caused by the activities of military companies, and to the risk that contacts with them could be scrutinised in legal proceedings.

In General Defence Council Instruction (No. 102/99), issued by the Ministry of Defence's Overseas Secretariat, employees are advised:

"To prevent causing the Government serious embarrassment or prejudicing the interests of justice, it is vital that, in any contacts with these companies, you do not do anything which could unwittingly be construed or could be reasonably misconstrued as giving approval for their actions."

A record of any business and social contacts with military companies should be made. Where possible official contacts should be reported to commanding officers who should also receive a written record of them.

COs' approval should be sought before hospitality is accepted from the companies and before employment is accepted from them during resettlement or terminal leave.

Memorial is rededicated

THE DECAYING memorial to the Admiral who devised the Royal Navy's system of signal flags has been restored by The 1805 Club.

The memorial to Admiral Sir Home Popham (1762-1820) was rededicated at the Church of St Michael and All Angels, Sunninghill, in the presence of the Vice Chief of the Defence Staff, Admiral Sir Peter Abbott, and a bugler and Naval contingent from HMS Collingwood.

Greenwich move starts

THE first stages of the move of the University of Greenwich into the former Royal Naval College has begun.

Greenwich Maritime Institute will occupy Queen Anne Court and is inviting early applications for its two post-graduate courses which start in September.

Is that *really* Dad?



TEARFUL reunion for toddler Benjamin Couch as he greets his Dad, LSA Paul Couch on HMS Cumberland's return from over eight months in the Gulf.

The Type 22 frigate left Plymouth in September as part of Operation Bolton, enforcing UN sanctions against Iraq. During her time away the ship sailed almost 45,000 miles on what her Commanding Officer, Capt Alan Richards, described as "a long and arduous yet successful deployment."

Sebastopol VC is sold for £40,250

ONE OF the earliest Victoria Crosses to be awarded – to a Crimean War sailor – has been sold by Spink's auctioneers for £40,250. It made over £7,000 more than expected.

The VC had been awarded to boatswain's mate Henry Curtis for his valour in rescuing a wounded soldier lying in an exposed position during fighting at the siege of Sebastopol. Curtis was serving with the Naval Brigade at the time.

Preventive medicine

LABELS indicating whether "life vital" Service medical and dental equipment is free of the so-called Millennium Bug are being attached before August.

Work will be carried out by the Army's Medical and Dental Support Group with the Defence Secondary Care Agency.

A green label will indicate that equipment is Millennium compliant, and an amber label will show partial compliance – but that further information should be sought from the servicing sections. A red label will warn that the equipment is not compliant.

Details appear in General Defence Council Instruction 40/99.

No more Warriors in the RN

THE NAME HMS Warrior has been dropped from the Navy's lists with the decommissioning of the Fleet's Northwood HQ in Middlesex after 36 years.

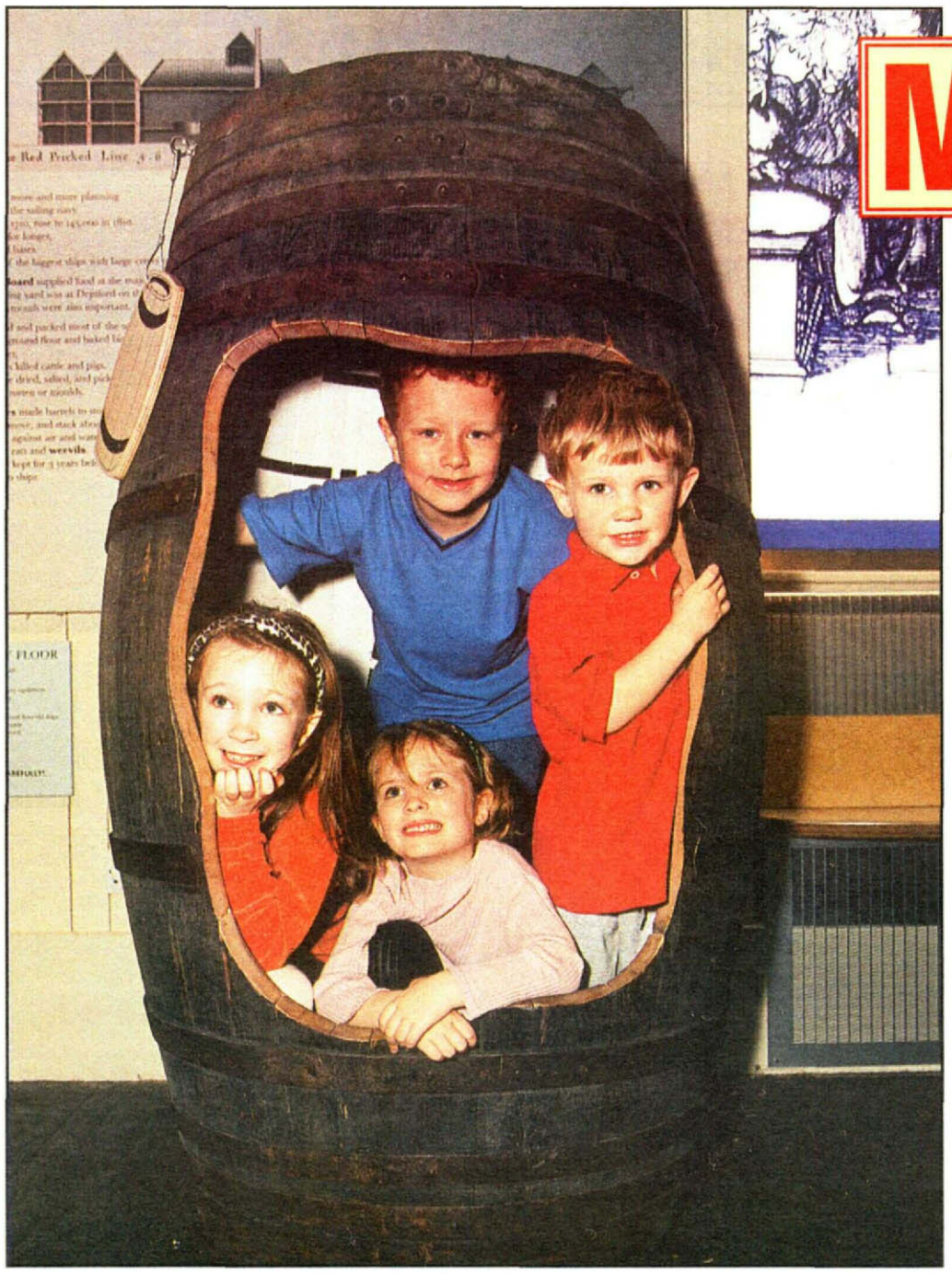
The former HMS Warrior will now be known as JSU Northwood (Joint Support Unit Northwood), reflecting its increased role as a Joint Service centre.

The establishment will continue to be primarily a Naval responsibility and its Commanding Officer will continue to be an RN captain.

HMS Warrior's White Ensign was lowered for the last time on March 31, but the ensigns of all three Services will continue to remain permanently raised outside the base's Joint HQ building. The Northwood HQ was commissioned as HMS Warrior in 1963, and the name has existed in RN service for a total of over 100 years since a ship of the line received it in 1781.

Among Britain's other Warriors was a cruiser sunk at Jutland and a World War II aicraft carrier.

However, the most famous Warrior is the preserved Victorian battleship berthed as a floating museum in Portsmouth Heritage Area. She now has sole possession of the name.



MUSEUM PIECES

NAVAL Museums are enjoying a period of great expansion, highlighted by a visit to the Royal Naval Museum itself at Portsmouth by the Princess Royal last month.

The Princess was there to open the new Sailing Navy exhibition, Collections Centre and Princess Royal Gallery in No 11 Storehouse – latest phase of a £5m development plan which now needs an extra £350,000 over the original sum already raised.

The new exhibition is an interactive display allowing visitors to discover life aboard a typical 74-gun ship in the age of Nelson. Also on show is the world's most complete collection of naval medals, a bequest from the late Capt Kenneth Douglas-Morris after whom the gallery housing it has been named.

It is planned to open another featuring The Victory at Trafalgar in the autumn.

Meanwhile, as the updated National Maritime Museum, Greenwich opened its doors for the first time, the 5,000 members of its Friends showed off their new reception room in the courtyard, fitted out and furnished thanks to a generous donation by longtime Friend Cecil Elsom.

A view of how the RN Submarine Museum will appear at the end of its own £4.2m redevelopment was given by Director Cdr Jeff Tall. This will include two new galleries dedicated to the Submarine Service which celebrates its centenary in 2000, by which time it is hoped they will be open to the public.

Plans were revealed to fully open Devonport Dockyard Museum, celebrating its 30th birthday, to the public and bring in an estimated 160,000 visitors a year.

The first turf was cut to mark the start of the Fleet Air Arm Museum's £5.4 million Heritage Lottery Project, designed to create the finest aircraft museum storage facility in the UK.

● ***Left: Getting a taste of life in the Sailing Navy at the RN Museum are (left to right) Leonie Thomas, Olivia Thomas, James de Roche and Charlie Thomas. Below: at the other end of the globe, volunteers from Naval Engineering (Falkland Islands) restored and built a new carriage for an 18th century cannon belonging to Stanley Museum.***



Manpower: gaps begin to close up

MEASURES introduced to ease overstretch in the Royal Navy are beginning to work, says the Naval Secretary's department.

In a Royal Navy Defence Council Instruction (No. 64/99), the Secretariat sets priorities for manning levels under this year's Navy Performance Plan.

The DCI points out that: "Gapping, which continues to be a major factor in the current and ever tautening manpower environment, is still driven by a number of constant factors."

Those factors included the continued high use of the manning overhead, drafting and appointing restrictions on the deployment of individuals, shortage categories, over-specification in schemes of complement and a still significant – but reducing – shortfall in gains to the trained strength.

Actions which had been taken to alleviate the difficulties – and which were beginning to bear fruit – included a rise in recruiting resources, wider use of the Second Open Engagement – and the use of extensions and recalls to service, manpower from other Services, retention bonuses and the use of civilian personnel.

The Short Engagement (Seaman) scheme was promising to be successful in reducing stretch, while the trialling of continuity drafting in the Sixth Frigate Squadron was continuing with the aim of developing mechanisms to manage the deployment of ratings more efficiently.

Manning priority is being given to front-line units, with most gaps occurring where they are "least unacceptable" – ashore.

Full manning is being provided for units on or within two months of current military tasks, and submarines with higher-grade roles.

Up to five per cent gapping will be acceptable in Type 23 frigates that don't have the highest-grade roles, and in shore units that have essential support roles. Remaining ships, units and submarines have a minimum manning level of 85 per cent. Such gapping is aimed to be spread as fairly as possible.

Reserves in pictures contest

THE NATIONAL Employers Liaison Committee is sponsoring a photographic competition covering life in the Reserve Forces.

Categories are Best Portfolio, Best Military Training or Operational Photograph, Best Military Sport/Adventurous Training Photograph, Best PR Photograph and Best Photograph taken by a member of the Volunteer Reserve Forces.

All except the last are open to civilian, military, professional or amateur photographers.

Prizes will include £250 cash. Contact Maj Peter Clarke on 0171 218 5262 (0171 218 4888 fax) for further details.

Pilots land £10,000 stay-on bonus

NAVY pilots will be offered up to £10,000 to help them pay for civil air licences – provided they agree to serve another three years.

A new scheme, LINKUP, has been designed to improve pilot retention by funding the costs towards obtaining an Air Transport Pilots' Licence and so underlines the Government commitment to lifelong learning and investment in skills.

It will be open to all RN/RM pilots at Lt Cdr/Capt RM rank or below, including Royal Marine other ranks, who have completed 11 years service over the age of 21.

It will replace the SHAR Pilot Retention Bonus which was also designed to help funding ATPL. Premature Voluntary Release will debar participation in the scheme.

Although LINKUP is a tri-Service scheme its application will vary between the Services to take account of different career structures and in the longer term Flag Officer Naval Aviation is looking to achieve some form of Civil Aviation Authority accreditation in recognition of Service flying experience.

Navy News understands that this work with the CAA is at an early stage of development and FONA is liaising closely with the RAF to take proposals forward.

Said a spokesman: "LINKUP is designed to help give longer term security in the Service and help the smooth transition to a career in civilian aviation, thereby alleviating pressure to leave early in order to pursue civil flying."

Armed Forces Minister Doug Henderson has welcomed the scheme. "It will ensure that we retain highly skilled pilots and save substantial amounts of valuable training resources," he said.

Full details will be published in a Defence Council Instruction.

❑ See 'Smiles' Page 18.

JACK ET JACQUES

Le Murder sur L'Orient Express

(A la Gare du Nord, Paris)

'Pardon, monsieur – ce compartiment est reservé pour moi et mon ami Jacques.'

'Je ne crois pas, monsieur. Puis je presenter mes credentiales? Je suis Hercule Poirot. Et je suis ici to investigate un murder.'

'Un murder? Quel murder?'

'Wait and see, monsieur! Il y aura surement un murder before long dans ce train! J'ai un instinct pour ces choses!'

'Don't threaten moi, moosh! Moi et mon ami Jacques, nous will soon sort vous out!'

'Psst! Jack! Vous ne comprenez pas! Cet homme, il est le celebre Hercule Poirot. Le world-fameux detective!'

'Mmm ... Je n'aime pas le look of 'im, Jacques. Il est wearing un hairnet around 'is moustache!'

'Silence, Jack! Er, pardon, Monsieur Poirot – c'était obviously un mistake. May we join vous?'

'Je suppose ... Votre ami – il est Anglais?'

'Yeah, je suis Anglais, Pierrot. Quel fantastique detective work. Et vous etes Français, n'est-ce pas?'

'Le nom est Poirot! Et non, je suis Belge.'

'Yeah, well – c'est la même chose.'

'Ce n'est pas la même chose at all, monsieur! Vous Anglais, vous êtes tous stupides! J'ai un ami Anglais, Inspecteur Japp. Il est aussi stupide. Dans le course de mes investigations, il faut que je spend un good deal de mon valable temps dans son company. Et aussi en Angleterre, malheureusement ...'

'Oh! Vous n'aimez pas les Anglais, Monsieur Parrot? Ou l'Angleterre non plus?'

'Le nom est Poirot, monsieur! Et non – le climate does not aggree with moi! Et les Anglais, ils sont dans mon experience tous stupides!'

'Oh yeah? 'Ow about Sherlock Holmes, Inspecteur Morse, Jack Frost? Ils sont tous better detectives than vous!'

'Je vous en prie, monsieur. Do not speak leurs noms dans la même breath du mien! Ils sont tous les amateurs. Cette stupide vieille bat Miss Marple, aussi ...'

'That does it! J'ai 'ad enough of cet homme, Jacques!'

(Et Jack ouvre la porte du compartiment et jette M. Poirot from le moving train!)

'Jack! Jack! What 'ave vous done? Vous avez killed 'im, je crois!'

'Yeah, well. Il a dit qu'il y aura un murder sur L'Orient Express – et ses instincts étaient absolument correct!'



Illustrations par TUSK.



The Navy in the Front Line



● *Inland duties – a Sea King from 814 Naval Air Squadron flies over Northern Albania, en route to the refugee camps at Kukes.*

Carrier group ordered home

THE CARRIER task group led by HMS Invincible was returning home, Defence Secretary George Robertson announced as *Navy News* went to press.

Three of the group – Invincible, HMS Newcastle and supply ship RFA Fort Austin, have been deployed since January, when they were sent to the Gulf as part of the operations against Saddam Hussein.

The ships left the Gulf at the end of March, but were diverted to the Adriatic to join NATO forces off the coast of the former Yugoslavia, where the FA2 Sea Harriers of 800 Naval Air Squadron were used for fighter escort duties.

But now, with Serbian air forces posing little apparent threat, there are sufficient aircraft in the region to cover the task without the presence of Invincible's air group, according to a Ministry of Defence spokesman.

The group will be accompanied home by tanker RFA Bayleaf.

Mr Robertson said that Invincible had made a valuable contribution to the air campaign, but that there was not be a replacement for her – nor was one needed.

But the Naval presence off Kosovo – currently comprising submarine HMS Splendid and Type 23 frigates HMS Iron Duke and Grafton – will be supplemented by the arrival of helicopter training ship RFA Argus, which will take on three of Invincible's Sea Kings of 814 Naval Air Squadron.

HMS Iron Duke spent most of last month off the coast of Albania and Montenegro protecting ships carrying humanitarian aid to the refugees flooding out of Kosovo.

She has been in the Adriatic with the NATO Mediterranean standing force for more than four months, and has been in constant defence watches, where the ship's company works six hours on and six hours off – the equivalent of almost two day's work every 24 hours.

She made a brief visit to Bari in Italy, and as the paper went to press she was due to join sister-ship Grafton for a stand-off in Venice.

■ HMS Somerset returned home to Devonport after completing her three-month deployment to the Adriatic.

She had originally sailed in February for training with the French Navy, including aircraft carrier FS Foch, in the Gulf and Indian Ocean.

But the deepening crisis in Kosovo saw the task group diverted to the Adriatic, where Somerset's primary role was to protect the Foch.



● *Allied forces – HMS Grafton (left), French tanker FS Meuse and aircraft carrier FS Foch.*

Standing forces sail to the Med

ROYAL Navy ships with two NATO standing forces have entered the Mediterranean.

Coastal survey ship HMS Bulldog is command ship for NATO's Standing Minehunter Force, which includes HMS Sandown.

The ship's large store rooms, fuel tanks and accommodation, coupled with an upgraded communications system, make Bulldog a capable platform for support of mine countermeasures operations.

She is also well-equipped to conduct hydrographic surveys and rapid environmental assessments.

The force includes units from Germany, Denmark, Norway, Spain, Italy, Belgium, the Netherlands.

Meanwhile HMS Norfolk, part of the Standing Naval Force Atlantic (STANAVFORLANT) was on passage to Naples in Italy as *Navy News* went to press.

Naples is NATO's Southern Europe headquarters.

Sailor killed

A SEAMAN on ro-ro ship RFA Sea Centurion was killed when a mooring rope snapped as the ship prepared to leave Portsmouth.

Paul King, a 23-year-old motorman, was working on deck when the rope struck him.

The ship, which has ferried equipment to the Balkans, was sailing for her home port of Marchwood.



Grafton furthers French links

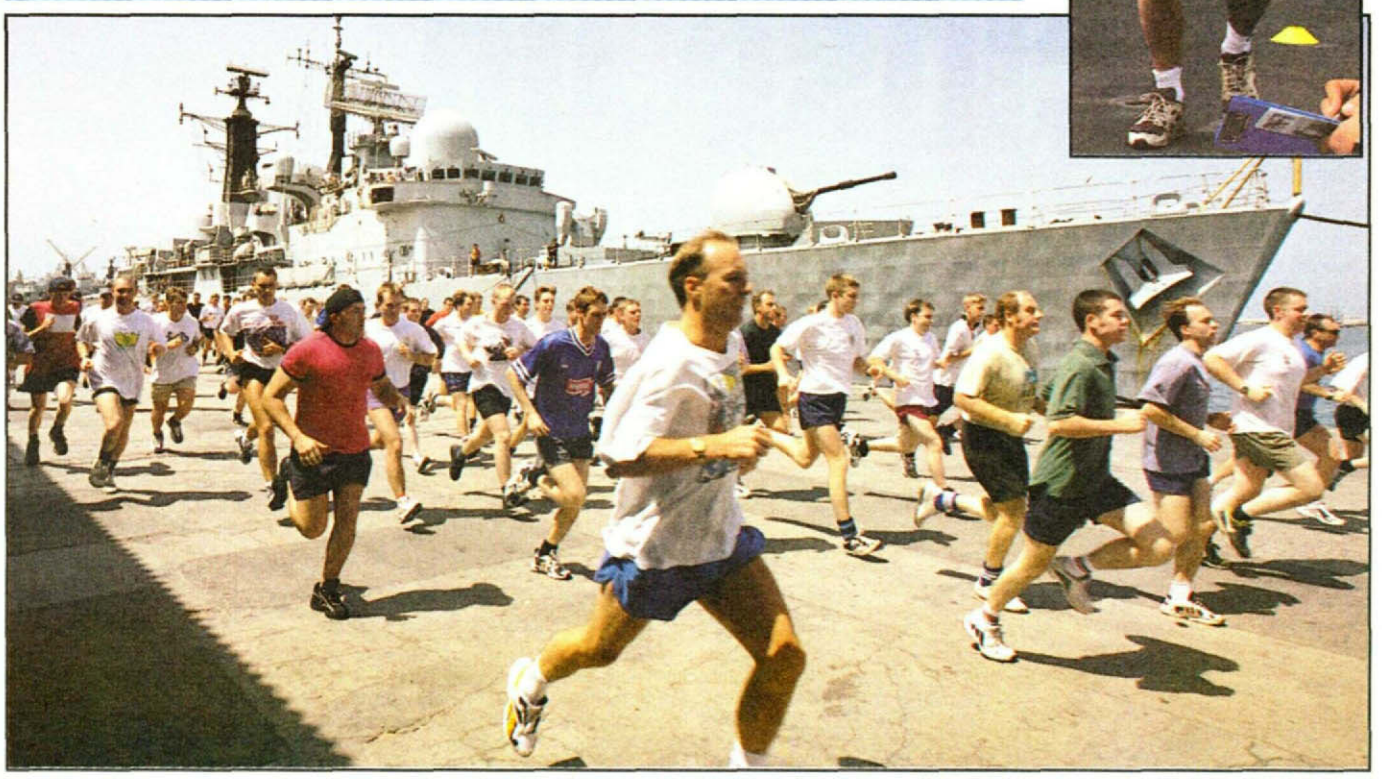
HMS GRAFTON relieved sister frigate HMS Somerset in the French-led task group at the end of April, and has used the situation to further training with French forces.

There is a regular exchange of information between Grafton and the carrier Foch – due to return to France early this month – and the capital ship has been taping BBC news bulletins for the Navy ship, as well as acting as an efficient mail-clearing centre.

Grafton's Commanding Officer, Cdr Bob Sanguinetti, said: "We enjoy an excellent working relationship with our French partners at all levels."

The ship's deployment came as a bit of a shock for WWTR Joanne Smith, who was due to wed CPOMEA Dave Wedlake at Bath in August.

The wedding was brought forward and the couple exchanged vows in front of a large Naval gathering less than 24 hours after the ship's live missile trials in the Channel.



● *Fighting fit – operational deployments need not get in the way of personal fitness, as the ship's company of HMS Newcastle have proved. More than 120 of them – including Commanding Officer Cdr Steve Kenny, in blue shorts (centre) – volunteered to take the 2.4km RN Fitness Test run while alongside in Dubai shortly before the destroyer sailed to the Adriatic. All passed with flying colours. Armed Forces minister Doug Henderson has also led by example – he is pictured (inset) during his bleep test on board HMS Fearless, before he flew out to visit ships in the Balkans. Mr Henderson, a keen long-distance runner, easily passed the test and was presented with a certificate by Second Sea Lord Admiral Sir John Brigstocke.*

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Q: What is the name of the helicopter shortly to enter service with the Royal Navy? (a) Merlin, (b) Whirlwind, (c) Seadragon. A:

Q: What is the name of the steps in Plymouth from which the Pilgrim Fathers departed? (a) Mayport, (b) Pheonix) (c) Mayflower. A:

Name:

Address:

.....

.....

Complete this entry form and send it to:

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• FOR MORE INFORMATION •

Telephone Plymouth Tourist Information on 01752 266031 or see page 19 column 6. Or visit our website at www.navydays.com

The first 25 correct entries drawn on Monday 19th July will be the winners. All winners will be notified by post

The judges decision is final. Employees and relatives of Navy News are ineligible to enter. No correspondence will be entered into

ROYAL NAVY Plymouth Navy Days

Navy News

August 28–30 1999

Ships of the Royal Navy No 523

Facts and figures

Class: Trafalgar-class nuclear-powered fleet submarine
Pennant number: S88
Builder: VSEL, Barrow-in-Furness
Launched: March 17, 1984
Commissioned: October 5, 1985
Displacement: 5,208 tonnes dived
Length: 85.4 metres
Beam: 9.8 metres
Draught: 9.5 metres
Speed: In excess of 30 knots dived
Diving depth: In excess of 175 metres
Complement: 130 (18 officers)
Machinery: One Rolls Royce pressurised water reactor, generating steam for two GEC turbines, one shaft, two W.H. Allen turbo generators, two Paxman diesel alternators, emergency drive motor with retractable auxiliary propeller
Armament: Spearfish torpedoes and Sub-Harpoon anti-ship missiles
Countermeasures: Decoys: two SSE Mk8 launchers; Type 2066 and 2071 torpedo decoys. ESM: Racal UAP: passive intercept
Radar: Navigation: Kelvin Hughes Type 1007; I-band



● *Back at sea – HMS Tireless after her refit.*

Tireless forges ahead

Advances in submarine technology have put HMS Tireless to the forefront of her class.

The Trafalgar-class submarine has emerged from a two-and-a-half year refit, part of the S and T class update programme, with new mainframe sonar (Sonar 2074LRE) and a new command system, which form the heart of the update.

Other work included refuelling, enhancing the environmental suite, a weapons system data bus and the replacement of the Mark 24(II) Tigerfish with the Spearfish heavyweight torpedo.

All Trafalgar-class boats belong to the Second Submarine Squadron based in Devonport.

Tireless, like her sisters, is adapting to new roles which suit her nuclear-powered capabilities.

Officially a fleet submarine, Tireless is known as a hunter-killer, designed to seek out and destroy enemy submarines.

With arrays of powerful sensors to call on, the ship's company constantly scans the ocean around Tireless, listening out for noise signatures of other vessels – while remaining undetected themselves.

Apart from her torpedoes, she can fire long-range Sub Harpoon missiles, now the seen as her primary anti-surface vessel weapon.

She can run submerged for weeks on end – the only limit being the needs of the ship's company.

The class is fitted with retractable forward hydroplanes and strengthened fins to allow operations under the ice – Tireless herself has visited the North Pole on at least three occasions.

Tireless, the third of the seven T-boats, is undertaking sea trials, and there will be a spell of operational sea training before she is operational again.

Wartime submarine completed too late

Tireless – motto *Esto perpetua*, or *Be perpetual* – has not been a name in frequent use in the Navy.

The current nuclear boat is only the second HMS Tireless, and her predecessor was also a submarine.

Originally the P327, the Triton-class boat was renamed Tireless just before her launch in Portsmouth Dockyard on March 19, 1943.

But she was not completed until April 18, 1945, and by the time she sailed via Suez to the Far East she was too late to see active service, reaching Hong Kong in November.

Tireless spent the next year in Far East waters, including visits to Australia and Japan, before returning to Chatham at the end of 1946 for refit.

She was part of the final batch (Group III) T-class large patrol submarine programme – a total of 31 boats – displacing 1,571 tons submerged, with a diving depth of around 300ft.

Although designed as ocean-going patrol submarines, they struggled to meet the requirements for long-range work in the Pacific, and were slower, less comfortable and more cramped than US boats.

T-class vessels had six internal bow tubes, another two above the pressure hull angled downwards, and three external tubes (two amidships and one at the stern) fired aft. The external tubes could not be reloaded at sea.

She also mounted a standard 4in gun and a machine gun.

Tireless would have been fully manned by a crew of 63 (including five officers).

After the war some of the T-boats were used to test new developments, especially streamlining, and her gun was taken away and alterations made to the bridge fin.

The changes to her hull extended her active life, and she was not scrapped until November 1968.

But as she was only part-welded, Tireless was left out of the 1949-1956 reconstruction programme, based on U-boat advances.

One highlight of her modest career was her participation in the Coronation Review of 1953.

AIRCRAFT OF THE ROYAL NAVY No 32



● *The Supermarine Walrus – enduring and versatile.*

Supermarine Walrus

IT'S HARD to digest the fact that the designer of the Spitfire – one of the most elegant fighting aircraft of all time – was also responsible for the far less aesthetically pleasing Walrus.

Supermarine designer R. J. Mitchell, whose duck-like amphibian first appeared as a private venture in 1933 under the name Seagull V, was nevertheless on to a winner.

Stressed for catapulting, the 'Seagull V' became the first amphibian in the world to be catapulted, with a full military load, from a warship.

First ordered by the Australians, it was then accepted into service by the Fleet Air Arm after trials in the battleship HMS Nelson. Re-named the Walrus by the Royal Navy, this unlikely looking aircraft quickly proved its versatility and dependability, serving throughout the war in all climates.

Primarily intended as a spotted plane, it was also used extensively on anti-submarine patrols, as a bomber – HMS Dorsetshire's Walrus bombed the Italians in Somaliland – and by the RAF on air-sea rescue duties, alighting in rough or mined waters, often near enemy coasts to pluck to safety downed aircrew. They were brave deeds which largely escaped the illumination of publicity.

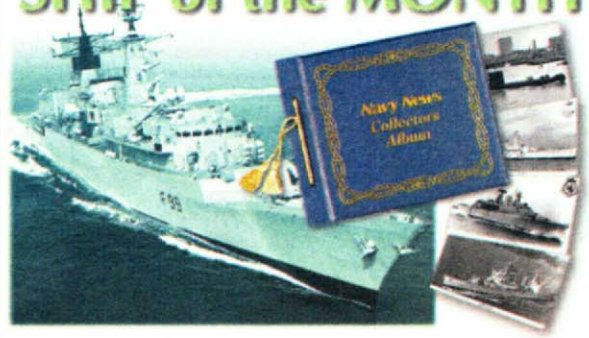
The Walrus's ruggedness, the reliability of its small, single, pusher engine and its flying characteristics – described by one pilot as like driving a 60-seater bus on a smooth road – won for it the praises of the people who flew it. In the 40 squadrons in which it served it became known, affectionately, as the 'Shagbat' – reputedly a mythical bird that flies around in ever decreasing circles until it disappears . . .

Disappear it did, eventually, though like its stablemate the Spitfire, it survived both the war and its designer. Although replaced progressively from 1944 onwards by the not dissimilar Sea Otter, the last Walruses did not leave FAA squadron service until almost the end of 1946.

The Supermarine Walrus was powered by a 775hp Bristol Pegasus II M2 or VI engine, giving it a maximum speed of 135mph, an initial climb of 1,050ft a minute, a range of 600 miles and a service ceiling of 18,500ft.

Armament included a Vickers machine-gun in the bow cockpit and one or two Vickers in a cockpit amidships. It could carry light bombs beneath the wings.

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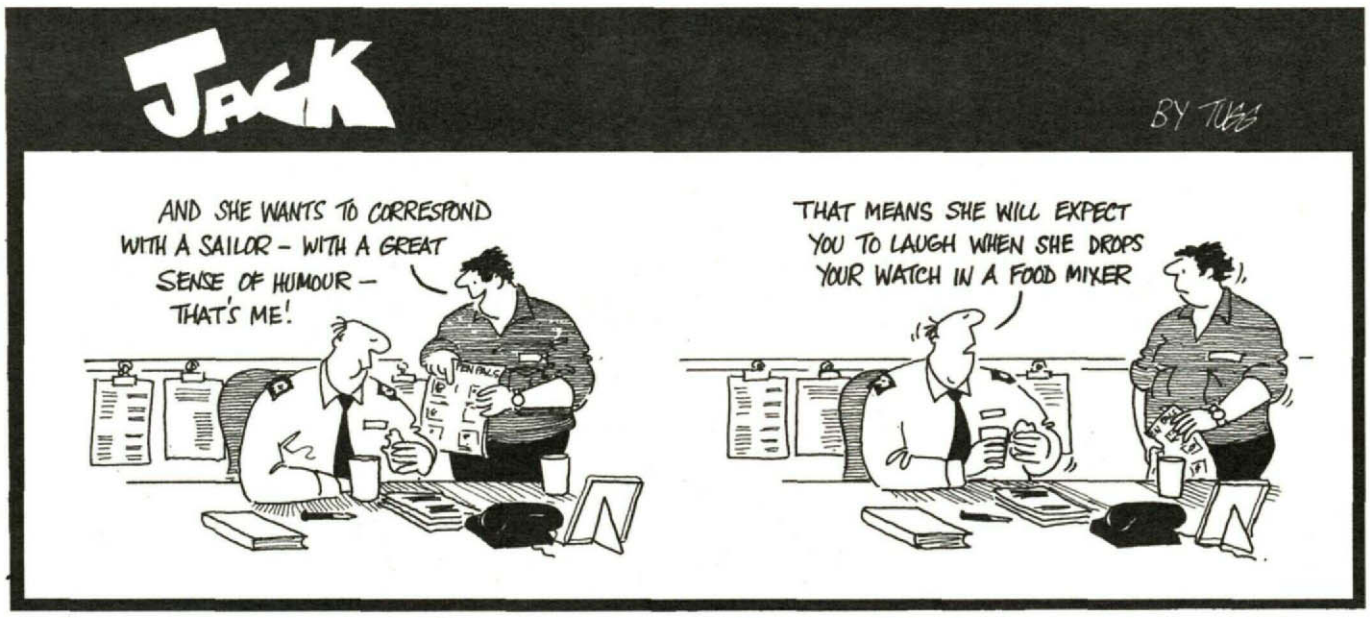
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Letters



Churchill disgrace

I READ the May edition of *Navy News* with amazement, disappointment and resentment. The article on the launch of USS Winston S. Churchill is not only inaccurate, it is unworthy of the great man in that it fails to acknowledge (amongst other things) that he was the only man in British history to have a ship named for him whilst he was still alive.

That ship was, of course, the nuclear submarine HMS Churchill, a front line capital ship that went on to play, appropriately, a significant role in fighting, and helping to win, the Cold War.

The opening line is thus entirely wrong. The article then fails to mention or even count our magnificent ship, it also misses the other interesting connection which the two ships share, namely that Lady Mary Soames was our sponsor as well, and she always maintained a lively interest in our activities.

There is much more I could say in my fury, but on behalf of the hundreds of proud submariners who served in HMS Churchill during her outstanding career, I deeply regret the disgraceful omission in your article.

As an ex-commanding officer of the submarine I, with five of my colleagues, attended the launch as guests of the builders.

We were honoured to be there to pay our personal tribute to a man whose name we cherished. At least Bath Iron Works appreciated the connection! – **Cdr J. J. Tall,** Director, RN Submarine Museum, Gosport.

The first line of the article should, of course, have read "For the first time, an American *warship has been named after Winston Churchill." As Defence Secretary George Robertson noted at the launch, it is also the first time that the United States Navy has honoured any British politician in this way. Or indeed a head of state of any other country.*

Our apologies to all affected by this unfortunate omission. – Ed

'Good dive – you are now qualified'

I WAS most interested in your article on the Defence Diving School at Horsea Island. It is a far cry from my ancient experience and a very much better training in every way now, than it was some 50-odd years ago.

It was in 1947, while serving in submarines stationed at HMS Dolphin that I spotted a notice asking for volunteers to train as shallow water divers. An AFO had recently come out that all submarines had to carry one or more of them.

As I had enjoyed training in the tank at Blockhouse using the Davis Submarine Escape Apparatus I thought the course might be fun.

I was the only volunteer and was instructed to present myself at the DSEA school at 0800. When I arrived the Chief said: "Here lad – shove this covered handcart" and off we went, not to the tank where I was expecting to gambol about in nice clear warm water, but to the jetty where HMS Alliance is now.

Alongside the jetty there was a pontoon. Down we went with the cart, off came the cover – and in it was this diving suit made of rubberised canvas about half an inch thick, not the swish rubber suits the frogmen wore which I was anticipating.

"Right," said the Chief, "put on these woollen long johns, submarine sweater and sea boot socks." I must have looked as stupid as I felt. Next, on with the rubber suit which was called a Sladen Suit. I got into this thing through a sort of tunnel in the middle. The feet were integral and of course about six inches too long for me. Then into the top with the attached rubber helmet. By now I was sweating like a pig and had lost all feeling in my hands from the rubber cuffs.

The Chief then concertinaed the entrance tunnel and put on a damn great clamp and tucked all the spare into the front of the suit to be held in place by clips. Next to appear were a pair of half hundredweight diving boots and a belt with a knife and more weight. Now for the breathing apparatus which was a normal DSEA set coupled to the mouthpiece in the helmet.

"Stand up." said the instructor – which I just managed to do. As I am just about 5ft 2in tall and the blasted suit was made for a bloke at least 6ft you can imagine what I looked like. At least the Chief tried not to laugh.

The nose clip went on, the mouthpiece went in and the visor was shut. A rope went round my waist. "If you get into trouble, give four pulls and I will pull you up. Now walk to the edge and jump in."

I could hardly move, but just managed to fall into the water. All the air in the suit came to the top, making me look like an advert for Michelin tyres. The lower half of the suit clamped round my legs and crotch pinching a lot. "Vent the valve on top of the helmet," I was ordered. I sank a little but not much. "Try holding your arms above your head and vent the cuffs."

That did the trick. I went down like a stone, hitting the bottom and going into the ancient mud of Haslar Creek up to my armpits.

The mud was full of all sorts of gash from Dolphin, Hornet and Haslar Hospital and I had heard tales of damned great conger eels. I was totally stuck and blind as the water was a bit murky to say the least.

I gave four hefty pulls on the safety rope and Chief pulled, nearly cutting me in half – but no go. Next I inflated the life belt part of the DSEA set and gave it a good guff of oxygen. Still nothing.

Now serious procedures were called for, so I started to bleed air from the side of the mouthpiece and gradually the suit started to inflate, the Chief still pulling with all his might.

I very quickly came unstuck and shot up like a rocket – right under the pontoon which belted the valve on the top of the helmet neatly into my skull. Now panic really set in as I felt my way under the underside of the pontoon, lacerating my hands a lot on the barnacles in the process. Eventually I got to the edge and surfaced and was hauled out, blood streaming from my hands and down my face.

The Chief was very good. He even managed to keep a straight face as he said: "Good dive – you are now qualified as a shallow water diver."

It took me two days to scrub the mud off the outside of the suit and get the blood off the inside.

I was never called upon to use my newly acquired skills, thank God. The men who went to war in similar suits in Chariots and X-Craft were brave beyond belief. – **B. C. Broadley,** Besseges, France.

Navy News

No.539 46th year

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Drafty denies discrimination against AEMs

NAVY NEWS recently ran an article informing AEMs that they were now entitled to apply for out of trade and any 'AB any' billets as their branch is at present overmanned.

If this is correct, why was my DO told by Centurion that all foreign shore service drafts would be filled by all the other trade structures before AEMs were even considered and that AEMs would only be used in 'dire emergencies'. Surely this is discrimination. – **AEM M.Treadwell,** HMS Invincible.

Drafty replies:

I have to assume that your correspondent is alluding to General Billets and specifically LFS(Local Foreign Service Billets). Whilst the title 'General Billet' infers that it is non branch specific, in reality it is always dedicated to a specific branch/sub branch to fill, that is 'general to the branch'.

This may be; to maintain a reasonable branch Sea/Shore ratio or to act as a driver to maintain the correct branch structure, or simply because branch experience as a whole is an essential requirement of that role. Only if a particular Drafting Section has difficulty satisfying the requirement do they throw the billet open to the drafting floor to fill, assuming that the potential employer is comfortable with an out of branch candidate.

It is true that the AEM branch at the AB level is building a small overbearing and that we are adopting a more flexible approach to filling non AE billets but this is only after we have satisfied the FAA requirement. Additionally, there are now no AB General LFS Billets allotted to the Fleet Air Arm and it would appear that there are no AB General billets allotted to any of the other branches, ie they are all specialisation and rank specific.

Therefore I can assure your correspondent that there is no discrimination, in fact, knowing that the FAA have very few opportunities for LFS employment we positively relish the chance to draft ratings to foreign shores.

The argument was that there is little or no difference in management skills between Ord and AB. Well, funnily enough the Ord or AB isn't, nor does he/she pretend to be, a "manager".

He/she is a skilled operator who has worked hard to gain the necessary knowledge and experience.

One wonders what the incentive will be in the future, to advance one's professional skills at the base of the pyramid if the progressions in rating have been removed? Money alone? Well, possibly – but I do wonder.

I love the Navy (after 40 years in it) but I do question the current devotion to "management theory".

I wonder how many people know that the first firm of management consultants, Urwick Orr, was set up after World War I because the two Army officers concerned realised that "business" was so inefficient that a bit of Army Staff practice would benefit them?

We used to enter "landsmen" who were then rated "Ordinary Seamen" when they had gained the required skills, and , ultimately, "Able Seamen" when they had progressed further. Management expertise simply doesn't come into it. Am I really the only one to see this? – **Cdr J.Loring,** Downton.

Letters to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

Managers they're not

SO THE rate of Ordinary Seaman is to be abolished, no doubt at the behest of management consultants seeking a flatter command pyramid?

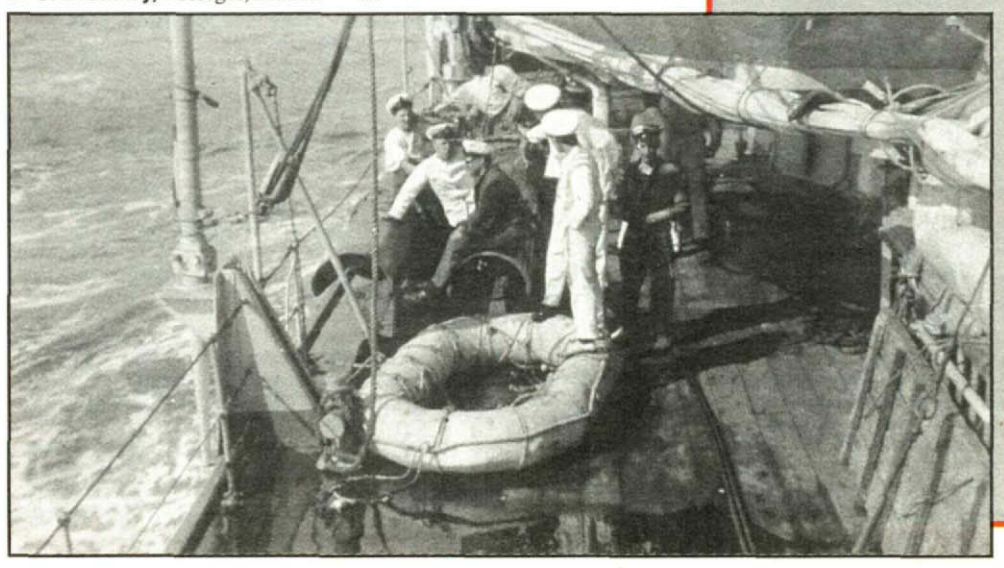
So the day you join your training establishment you are an "able" seaman?

Able to "hand reef and steer" or whatever the modern equivalent is?

Valerian search

REGARDING the loss of HMS Valerian (April issue) in 1926, my father, now 96, was serving as a Leading Supply Assistant in the cruiser HMS Colombo which was involved with the Capetown in the search for survivors.

In one of his albums is a series of photographs showing the rescue of survivors, this one showing the Carley float to which they clung for 22 hours. – W. A. Vandersteen, Winchester.



TENDER LOVING CARE DOWN UNDER



● *HMAS Diamantina – a berth in South Brisbane.*

ON A recent holiday in Australia, my wife and I visited Hobart to see the place where I, as a telegraphist in HMS Ceylon, had called during the Royal Tour in January 1954.

The exact spot was Princess Wharf – and there I was pleasantly surprised to see HMNZS Wellington. Any former member of the ship's company of HMS Bacchante may be interested to see that she is still in good shape with the Royal New Zealand Navy.

I was told by one of the ship's officers that they were still getting good service out of her, even though she is now over 30 years old. – J. Dixon, **Rossendale, Lancs.**

FURTHER to recent issues featuring preserved RAN corvettes I recently had the pleasure of a personal guided tour of the frigate HMAS Diamantina, now berthed in dry dock in South Brisbane, next to the Queensland Maritime Museum.

The Diamantina served in New Guinea and Solomon Islands waters during the latter part of World War II and the surrender of Japanese forces at Nauru, Ocean and Bougainville Islands was signed on board.

I can report that she is in excellent shape, being maintained by a dedicated group of volunteers. – J. Turner, **Leighton Buzzard.**



● *HMNZS Wellington – still in good shape.*

Charges mean we're divorced from reality

WHEN is the Royal Navy going to recognise financial difficulties of divorced men paying the Child Support Agency and reflect this in our food and accommodation charges?

We still have all the outgoings of when we were married like mortgage bills, travel and debts left over from the marriage. Does the Navy expect us to stay on ships for the rest of our Naval careers to avoid these charges?

At a recent meeting with the CSA I was told I could not claim back my food and accommodation charges as I get relief on my mortgage and I can't live in two places at once, but I do, I'm in the Navy.

It's time the Navy recognised this ever increasing problem and reflected this in our pay, not just label us single. – **AB(D) D. R. Barnitt,** HMS Cromer.

I NOW understand why the Royal Navy has such a high divorce rate. My husband and I have been married for quite some time.

We took the opportunity to purchase our property through a discount scheme being offered by the Navy, as it sold off its surplus properties to local councils.

What I find very difficult to understand is why once people have purchased their own homes, the Navy sends our husbands to a different base port to where our homes are. The Navy is depriving my children of their father and him of the pleasure of seeing them grow up

In my case both our parents live in the North West and it is very difficult to see them, especially now that the warrant I used to depend on has been stopped. – **Mrs H. Heal,** Liskeard.

'The most like me'



BY CHANCE in Oman where I live I saw a copy of the February *Navy News*. Re the centre page feature 'Will the Real Nelson Stand Up?', one of my ancestors wrote to Nelson early in 1802 asking him which print he considered most like him.

Nelson replied from Merton on February 2, stating where the print could be found – whereupon Thomas Forsyth went out and bought it and stuck Nelson's letter on the back, where it remains to this day. – **Antonia Goddard,** Colyton, Devon.

❑ Shown here is a vignette after a drawing by Simon De Koster (1800) which Nelson said "is the most like me".

Tricolour command

THE ARTICLE 'Somerset Sails With the French' (April issue) stated that this was the first time in 100 years that a British warship had come under the command of a French admiral.

I beg to differ. In November 1939 HMS Hood came under the command of Vice Admiral Gensoul, flying his flag in the Dunquerque.

We formed part of a force sent to intercept the Gneisenau and Scharnhorst which were believed to be at sea to attack shipping off Norway.

At one stage we were running in very heavy seas and a photograph was taken of the Hood from the Dunquerque. All that could be seen was the tops of the funnels and the masts.

I believe Admiral Gensoul had several copies sent to the Hood. Unfortunately my copy went down on my next ship – I wonder if any reader has one? – **F. W. Pavey,** Portsmouth.

DURING the early months of 1945 I was serving in HMS Milne operating off the French/Italian coast with the Third Destroyer Flotilla plus some French destroyers.

We were under the command of a French admiral who flew his flag in the Jeanne d'Arc. – **D. J. Johnston,** Reading.

Credit due to Navy Phots

I WRITE to express my disappointment at the Newsview 'Jaundiced Eye of the Fleet' (April issue). *The Camera at Sea* is an erudite work that explores the history of a small yet important branch of the Navy, showing the outstanding quality of serving photographers and what the Navy stands to lose should the branch be allowed to decline even further than it already has.

Many readers may naturally assume that *Navy News* obtains its images in the same manner as other periodicals, by buying in agency images or using their own photographers. It would undoubtedly make many photographers jubilant if you were to take more care in crediting images to the photographer – the only thing more satisfying than seeing your work in print is to see your name credited alongside – **PO(Phot) Jan Brayley,** DPR(N).

YOUR Newsview column expressed some reservations about *Camera at Sea* which are accepted as fair comment on the issues raised. The book is a factual and accurate account of an extremely colourful branch which has played an important role in the public perception of the Royal Navy and continues to do so.

It is, however, free of the artificial fetters placed on accurate recording by the Naval Discipline Act. I have also been arrogant enough to assume that my ten years in the Branch (the last five as a Petty Officer (Photographer) assessed at VG Superior conduct) and three years spent at sea in HMS Invincible qualify me to comment on matters that concern me.

You raised the issue why I did not approach the *Navy News* archive for help. I undertook meticulous research using original source materials and therefore felt it unnecessary to research at *Navy News* when the photographers that took the pictures were handing original prints to me during interviews.

Perhaps the good thing to come from this issue is the clarification and amplification of the prominent support and reliance on the Photographic Branch enjoyed by *Navy News*. – **N.Mercer,** Plymouth.

I couldn't agree more – to which end, if more RNPB photographers supplied their names along with their pictures, we would be delighted to credit more of them. – Ed.

Letters

FAST SHIPS – THE FACTS

REGARDING fastest ships, the facts are well documented and there is no need for using faulty memories.

Manxman reached 35.6 knots off Arran with 73,000shp at a displacement of 3,450 tons and similar results came from other ships of the class. The design intention was 40.2 knots at Standard Displacement, equivalent to 35.2 deep. Trials are run with a clean bottom and the machinery in best condition; there is little chance of such speeds being exceeded in service.

Both trial and model data were re-examined with great care during the design of the abortive Type 19 frigate, intended for a trial speed of 43 knots – luckily it was cancelled.

Of the other ships mentioned by your correspondents, Swift failed to reach her design speed of 36 knots and after 26 propellers had been tried she was accepted at 35.0 knots. The Braves did exactly their design speed of 50 knots and no more. The hydrofoil Speedy did 43 kts in Puget Sound, I was on board! (Running very light, she made 50mph for the acceptance ceremony). Scimitar and her sisters were 40 knots only. Codrington was quite fast at 37.7 knots

As far as I am aware the fastest RN conventional 'ship', as opposed to fast motor boat, was Teazer, which made 40.4 knots off the Isle of Wight in 1917. There is some doubt about this trial due to the effect of shallow water, but Yarrow's Tyrian reached 39.7 knots in deep water off Arran.

In most cases the original information is in the Ships Covers, held by the National Maritime Museum. These are used by Edgar March in British Destroyers **and in the DNC history** Design and Construction of British Warships 1939-45, **which I edited.** – D.K.Brown, **Bath.**

DEBTS

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FCL

If you are in a situation where you are unable to service or repay your creditors we may be able to help you.

Here is an example of a client we have helped.

Client A had served in the Armed Forces for 5 years. His previous marriage had ended with divorce and left him with a bill of £276 every four weeks from the Child Support Agency. He subsequently re-married and lived with his second wife and their new baby. The family found it very hard to survive financially and relied heavily on their credit cards and various loans which allowed them to manage. At this point Client A was sent overseas for 6 months. His wife struggled to cope at home on her own and especially with running the family budget by herself. By the time her husband returned it was clear that their debts had become unmanageable.

When we were contacted, their unsecured debts were as follows:

AnyBank Loan	£5,000
Finance Company Loan	£4,500
Credit Cards (2)	£3,500
Store Cards (4)	£3,000
Other Creditors	£1,000
Total	**£17,000**

We were able to restructure the family's outgoings and make an offer to their creditors that they were able to afford, over a 5 year period in ***full and final settlement*** of their debts.

Federated Credit Ltd are a national company who specialise in finding solutions for individuals who are in financial difficulty. WE ARE NOT A LOAN COMPANY.

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Neil has stars in his eyes

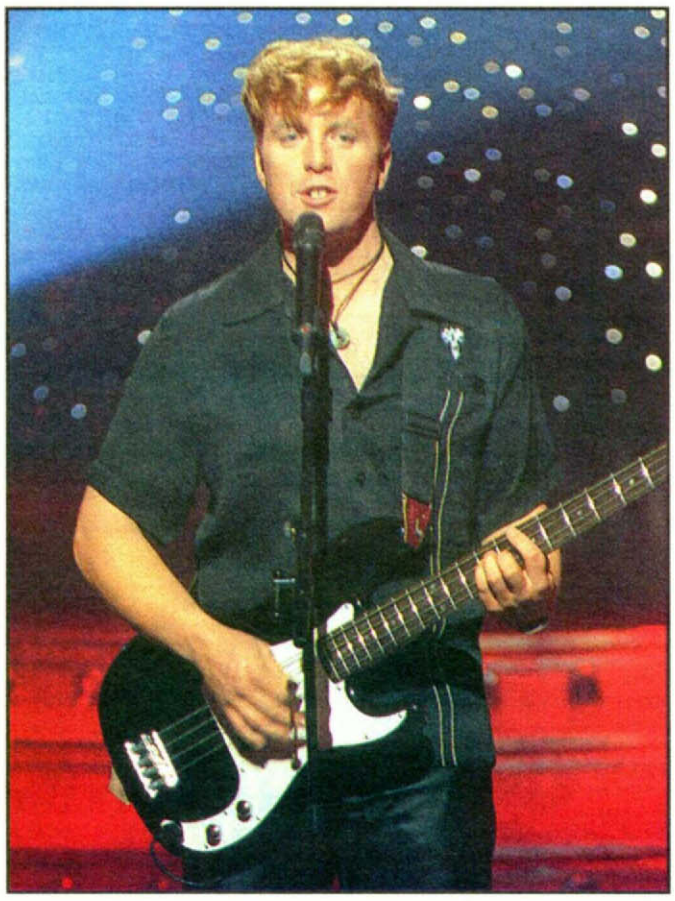
NAVY CHEF Neil Banks is a familiar face at breakfast, lunch and dinner on board HMS Gloucester.

But a rendition of the number one hit *Breakfast at Tiffany's* has made him known to millions of viewers who tuned in to the TV show 'Stars In Their Eyes'.

The 26-year-old from Gosport was picked to appear on the show from more than 50,000 applicants after his wife Jenny sent in a demonstration CD.

Modestly, Neil put his success down to the fact that none of the other applicants were impersonating Todd Pipes, who had a one-hit wonder with *Breakfast at Tiffany's* in the band *Deep Blue Something*.

Although he didn't win on the night, Neil said that he was happy with his 15 minutes of fame and would continue to enjoy performing with his own pub band, Gravity.



Divers to work with the French

LINKS between the navies of Britain and France have been strengthened by an agreement signed by clearance divers from both countries.

From now on, the UK's Fleet Diving Group will train for certain operations alongside their French equivalent, the Groupe de Plongeurs Demineurs de l'Atlantique.

One of the most important tasks they will train together for is very shallow water diving, which is vitally important to the support of amphibious operations.

The French Group, based in Brest, will alternate with Royal Navy divers in taking the lead in exercises which are frequently held in Brittany and Scotland.

The agreement was officially signed at Fleet Diving HQ at Horsea Island by Commodore Barry Goldman and his French Counterpart Rear Admiral Jean-Luc Masuy.

Royal wreck investigated

DIVERS ARE examining what is thought to be a valuable historic wreck identified by a Royal Navy survey ship.

The team from St Andrews University in Scotland is searching the wreckage in 120ft of water in the Firth of Forth off Burntisland in the hope that it is the Blessing of Burntisland, a royal baggage vessel which sank with a valuable cargo in 1633.

The wreck was located and surveyed by HMS Roebuck, which was testing her sensors in the area last year. Now experts are studying the wreck in detail to see if Roebuck's detective work has ended a frustrating eight-year search for the vessel.

Roebuck identified the wreck as being of a similar size and shape to the Blessing of Burntisland, which was carrying treasure and gifts presented to King Charles I.

Frigate wins the 'Wigley'

THE SHIP with the best aviation standards during sea training last year was HMS Northumberland.

The frigate's performance has earned her the annual 'Wigley' Trophy from Flag Officer Sea Training, Rear Admiral John Lippiett.

Admiral Lippiet visited the ship to present the award in person to the Ship's Company and her CO, Cdr Michael Pearey.



● *WOM(C) Marie McKenzie stands tall amongst ratings from Holland, Germany and Sweden.* Picture: LA(PHOT) Paul O'Shaughnessy

Cornwall visits Norway

A VISIT to Oslo to celebrate the 700th anniversary of the city's Akershus Fortress was the highlight of three recent port visits made by HMS Cornwall.

The Type 22 frigate joined 16 naval vessels from all over Europe and her sailors helped form an international platoon in the parade which started the proceedings.

Later, Cornwall's CO and Captain F2, Capt James Rapp, attended a formal dinner for the King and Queen of Norway hosted by the Norwegian Ministry of Defence.

Before the Oslo trip, Cornwall made her first visit to 'her' county outside Falmouth when she sailed into Fowey.

And her third visit was to Liverpool with FOSNNI, Rear Admiral Mike Gregory, for a service to commemorate the Battle of the Atlantic.

Drugs patrol ship seizes cocaine

SEVERAL million pounds worth of cocaine has been seized with the help of HMS Marlborough during the first half of her deployment to the West Indies.

The ship has been working closely with the US Coastguard's Law Enforcement Detachment and has been involved in the capture of a smuggler's speed boat and eight arrests as well as the seizures themselves.

After her hard work, Marlborough put in for a maintenance period in Barbados, where she was met by many friends and relatives who had flown out to the island.

Among them was Carol Stockton, from Guildford, who married Marlborough's LOM Stewart Robinson at a picturesque ceremony at Turtle Beach.

Carol, who made her own dress from Syrian silk bought by LOM Robinson during the ship's visit to Latakia last year, was given away by the CO, Captain Jamie Miller, who was honoured to stand in for her father Eric. The couple plan to have the wedding blessed when the ship gets back in July, so friends and family can celebrate the union too.

In brief

Plans for Clarence

DEVELOPERS of the old Royal Clarence Yard in Gosport are holding an open planning weekend on June 11 and 12.

The Berkeley Group are particularly keen to hear from people who worked in the yard in the 50s and 60s. For details, contact Keith Shearer on 0171 251 5135.

Guernsey on guard

HMS GUERNSEY took a stand off from fishery protection duty to provide a guard for the swearing in of the new Bailiff of the Bailwick.

The guard was inspected outside St James' Church, St Peter Port, by the new Bailiff and the Lieutenant Governor, His Excellency Vice Admiral Sir John Coward.

During the visit the Ship's Company attended the annual inspection of the affiliated Sea Cadet unit TS Sarnia and hosted a conference between French and UK potters and trawlermen.

HMS Sheffield granted Freedom of the City

HMS SHEFFIELD has become the first ship of the name to be presented with the Freedom of the City of Sheffield.

The honour was conferred on the Ship's Company during a moving ceremony at Sheffield Town Hall presided over by the Lord Mayor, Councillor the Worshipful Frank White.

Many other members of the City Council attended, as did the ship's sponsor, Lady Susan Stanley, and representatives from many of the ship's affiliated organisations.

The decision to award HMS Sheffield the Freedom of the City was taken in recognition of the close and warm relationship between the city and all three past and present ships of the name.

The parchment bestowing the freedom was enclosed in a ceremonial casket and a canteen of Sheffield stainless steel cutlery was also presented as a gift and a lasting memento of the ceremony.

To repay Sheffield's hospitality the ship hosted a cocktail party on board which was attended by many dignitaries from the City Council and the ship's affiliated organisations.

Berthing at King George dock in Hull, this was the first time that the ship had visited the city since returning from the West Indies in December.

Before the visit, a relay team from the ship took five days to run the 324 miles to Sheffield from her base at Devonport.

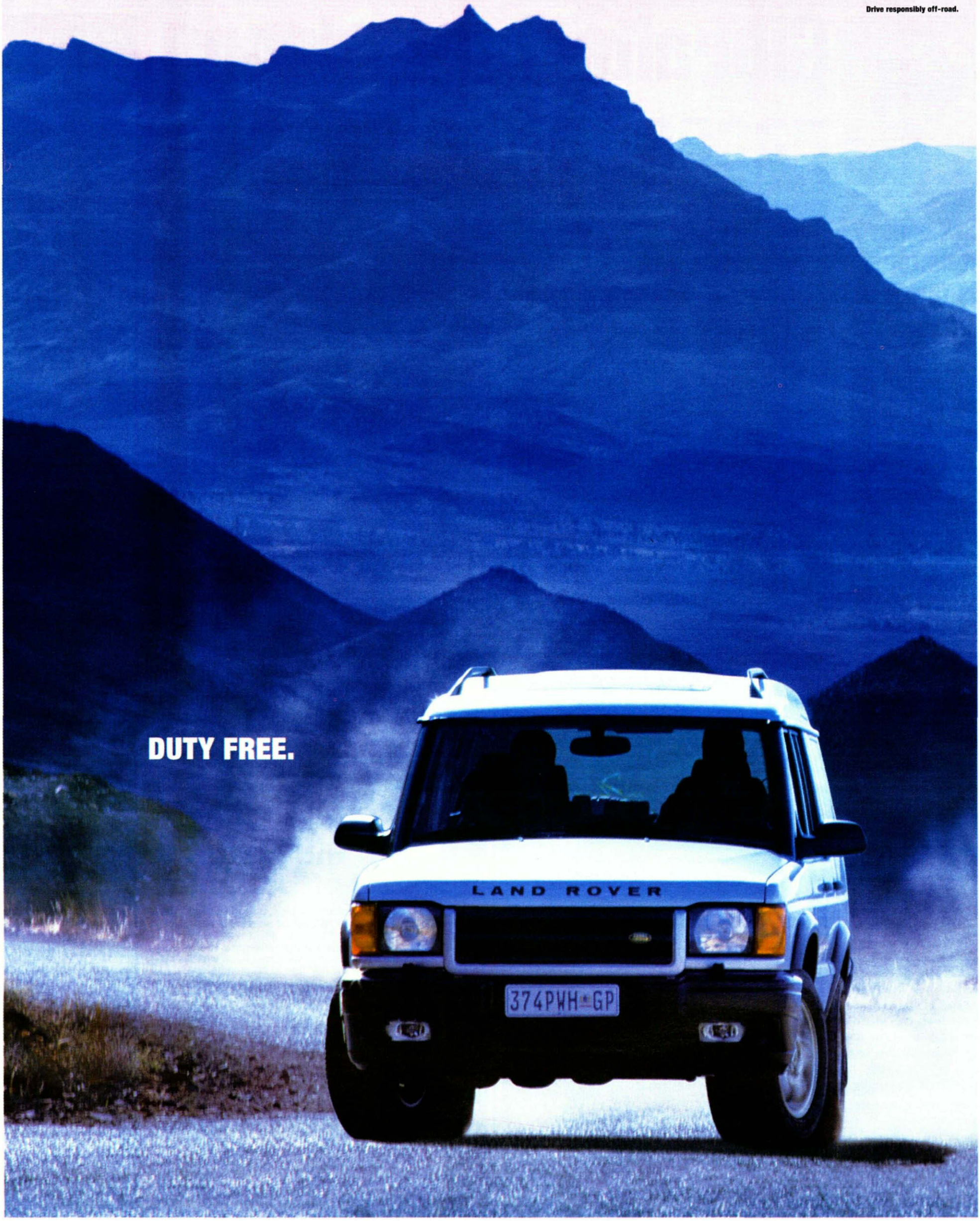
The runners had to content with some terrible weather but they successfully completed the sponsored run and were able to present a cheque for £2,500 to the Childrens' Appeal at Sheffield Hospital.

More than £600 was raised by the run itself, and the rest was collected on behalf of the hospital during last year's West Indies deployment.

❑ During the visit Sheffield United invited 40 sailors to their home game against QPR and presented another complete away strip for use by the ship's sports teams.



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People in the News



● *RETIRING: Naval Gunnery Instructor, WO Howard Peters.*

Last gunnery instructor bids farewell

THE NAVY'S last serving gunnery instructor has retired after 32 years of service.

WO Howard Peters joined the Service as a seaman gunner in 1967 and qualified as an instructor in 1973 in the rank of Leading Seaman.

But in January 1975 the Operations Branch was introduced and the Gunnery Instructor's Course was discontinued.

From then on members of the newly titled Missile specialisation only received instruction in ceremonial firings as part of their PO's course, whereas the year-long former GI's course gave great emphasis to ceremonial training and was regarded as the ultimate qualification in parade ground training.

At his retirement from HMS Sultan WO Peters was presented with a ceremonial cane by the establishment's CO, Commodore John Clayden.

Gibraltar squadron races to the rescue

SAILORS from the Gibraltar Squadron rescued a yachtsman who was missing for half an hour after falling overboard.

AB Mark Drury and LMEM Mick Howes launched their rigid-hulled inflatable boat within minutes of hearing of the distress call from the yacht Queen of Lutry, anchored to the east of Gibraltar.

The pair were joined by members of the Gibraltar Services and Royal Gibraltar police forces and a helicopter at Jerez was put on stand-by by Tarifa Maritime Rescue Co-ordination Centre.

But the Royal Navy RIB located the man within 30 minutes and after pulling him from the water, they landed him at New Camp Jetty where he was picked up by ambulance and taken to St Bernard's Hospital.

The man made a full recovery and the Swiss owner of the yacht has been in touch to thank the Squadron.



● *RESCUERS: AB Mark Drury and LMEM Mick Howes at New Camp Jetty with members of the Gibraltar Services Police force.* *Picture: Cpl Steve Lancaster, RAF.*

Fat lady in Archer's galley



CELEBRITY TV Chef Clarissa Dickson Wright gave some hot tips to students in the galley of HMS Archer.

Clarissa, of 'Two Fat Ladies' fame, was making her first visit to Aberdeen University Royal Naval Unit's training boat after her inauguration as the first woman Rector of the University.

HMS Archer will soon be deploying to the Western Isles with Glasgow URNU's training boat, HMS Smiter.

Melissa prepares for the trip of a lifetime

YEOVILTON'S dental officer Melissa Wingfield is about to set off on the adventure of a lifetime.

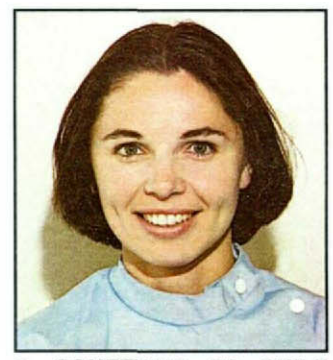
She has been selected to join a 50-strong expedition team which is attempting a 1,800-mile river journey through South America, from Bolivia to Buenos Aires.

The team will be sailing a reed boat design, similar to that used by explorer Thor Heyerdahl, which is still used by Aymara Indians on Lake Titicaca.

The plan is to navigate the Paraguay and Parana Rivers in bid to prove that ancient trade links could have existed between South America, Africa and beyond.

On route, Melissa will assist medical teams working with some of the desperately poor communities in the interior while archaeologists seek evidence of early civilisations and biologists catalogue the unique wildlife.

Melissa is the expedition dentist and the only RN member of the group which includes scientists and Service personnel from Britain, Argentina, Bolivia and Paraguay. The expedition, known as Kota Mama (Mother of the Lake) is led by the famous explorer, Col John Blashford Snell.



● *SOMETHING TO SMILE ABOUT: Bolivia-bound dentist Melissa Wingfield.*

Brother and sister reunited off Albania

A BROTHER and sister were briefly reunited in the Ionian Sea when HM Submarine Turbulent surfaced near HMS Invincible.

While Turbulent's crew took the opportunity to stretch their legs, the submarine's Karl 'Sharky' Ward caught up with his sister Michelle Thompson for the first time in six months.

Michelle (26) who works on Invincible's medical staff, joined the Navy in 1990 and her brother Karl joined four years later. Both are now married to serving Naval personnel.



● *REUNION: HMS Invincible's Michelle Thompson with her younger brother, HMS Turbulent's Karl Ward.* *Picture: HMS Invincible*

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Please allow 28 days for delivery. NB NOTE ITEMS SHOWN NOT ACTUAL SIZE

Nottingham earns Sea Dart Shield

HMS NOTTINGHAM has won the British Aerospace Sea Dart Shield for continued excellence in above water warfare.

The award comes after her involvement in Fleet Trials last year which saw her successfully conduct two high seas firings.

The award was presented by Deputy Flag Officer Surface Flotilla, Commodore Laurie Hopkins.

In brief

Expedition to palace

PRINCE CHARLES opened the doors of St James' Palace for the launch of the most ambitious Service expedition for many years.

The Prince is the patron of Ethiopian Challenge 1999, a three-month expedition which departs in September.

A 60-strong team of RN and RM personnel will attempt the first non-motored inflatable descent of the Blue Nile, the first descent of the Beshillo River and a 450km trek through the highlands of Ethiopia.

The exped will be led by Lt Dom Moorhouse of the Commando Training Centre, where personnel were selected from 300 volunteers.

Nelson, RM

A DESCENDANT of Lord Nelson has signed up with the Royal Marines.

Craig Nelson (24), the great-great-great-great-great-great nephew of the Admiral, has just gained his Green Beret with 747 Squad at Lympstone.

Grate news

THE PRIZE-WINNING Chef in HMS Fearless has won another award for his culinary skills.

CH Kevin Williams has won £500 and the title of Jarlsberg Cheese Chef of the Year with a recipe using the Norwegian cheese in a pear and hazelnut souflee.

Time's up

THE WALRUS Trophy has been won by LW(MET) Di Chester RNR for the outstanding contribution she has made to the RNR Air Branch in the last five years.

LW Chester had a career both the Wrens and the RNR and was the oldest leading wren in the Navy before finishing her time with the RNR at Portland.

Di is also the first junior rate to retire from the Branch 'time expired' having joined in the first intake in 1994.

Cheers!

HMS CORNWALL showed their appreciation for PO Nigel Wilton by presenting him with their 'person of the month' award.

And Nigel, who joins Commander In Chief Fleet's organisation in June, was presented with the traditional tankard by CINC Fleet himself, Admiral Essenhigh.

The award recognises the hard work he put in to Warfare Branch training in the Type 22 frigate.

In brief

Double take

FLAG Officer Sea Training Rear Admiral John Lippiett had to make a double take when he handed out the latest Herbert Lott awards for efficiency.

Two of the five recipients at the awards ceremony in Devonport had almost identical names and very similar sounding ranks.

CPOCA Stephen 'Robbie' Roberts received a cut glass decanter for his contribution to the Supply Seariding Department and the FOST football team.

And CPOAC John 'Kipper' Roberts, from the air traffic control team at Plymouth Military Radar, received a framed certificate and a cheque for £80 for getting the highest score in an annual standards check.

Supply prize

TOP PRIZE for the officer achieving the best overall performance during junior supply officers' training at HMS Raleigh has been won by S/Lt Jonathan Neil Caple of HMS Cumberland. S/Lt Caple received the Hewlett Packard Sword.

Testing time

FOUR Lieutenants from HMS Sultan have won a prize for helping to solve a tricky engineering problem.

Lts Neil McCallum, Alistair Murchie, H Ashworth and David O'Shaughnessy created a test bed to find out why generator bearings were failing on Type 23 frigates.

And their successful design has earned them the Institute of Mechanical Engineer's AW Forman Prize.

Drill duo help policemen in park punch-up

DRILL instructors from Dartmouth stepped in when they saw two policemen under attack in the town.

PO Paul Whitehouse and Sgt Simon Williams RM were walking through Avenue Gardens when they saw two officers in difficulty.

They had spotted someone smashing up a telephone box but when they tried to make an arrest they were violently obstructed by a group of bystanders.

The situation deteriorated rapidly and when the policemen were forced to use their batons the Parade Drill instructors from Britannia Royal Naval College intervened.

After they broke up the crowd of bystanders and prevented any further attacks the policemen were able to make the arrest safely.

And in recognition of their actions, PO Whitehouse and Sgt Williams have been awarded the Second Sea Lord and Commander-In-Chief Commendation during ceremonial divisions at the College.

The duo, who said that they were only doing their duty in assisting the police, were presented with their commendations by the head of the MOD Police, Chief Constable W E Boreham.





● *KEEPING ORDER: Parade Drill instructors PO(M) Paul Whitehouse and Sgt Simon Williams.* Pictures: BRNC Dartmouth.



● *PROUD MOMENT: PMA Smith receives his Green Beret from Major Francis Howes during 747 Troop's passing out parade.*

First direct entry commando medic

AFTER a long hard slog, PMA Andrew Smith has became the first civilian to be directly recruited as a Medical Assistant Commando.

He began his career with new entry training at HMS Raleigh and gained basic military and physical skills with a number of different recruit troops before starting the All Arms Commando Course (AACC).

Despite a set back during his initial course, he persevered and was reintegrated into the All Arms Commando Course at the stage he had left off – this time with 747 troop.

And at the end of it he successfully completed the final tests, a nine-mile speed march in 90 minutes, an endurance course in 72 minutes, the assault course in 13 minutes and a 30-mile load carry across Dartmoor in eight hours.

After almost eight months at the Commando Training Centre he was presented with his green beret by Commander Training Wing Major Francis Howes, and has gone on to complete professional medical training at Keogh Barracks.

❑ Commando Medical Assistants usually spend eight weeks at Raleigh and then transfer to CTCRM for the MA's Military Awareness Course (MAMAC) which lasts another six weeks and have a further two weeks to get into peak condition for the ten-week All Arms Commando Course.

Anyone interested in becoming a Commando MA should contact the WOMA at CTC Lympstone ext 4125.

Observer's career is off to a flying start

THE CAREER of a young observer in 849 Naval Air Squadron has got off to a flying start.

Lt Mark Gill has been voted student of the year at the Culdrose-based airborne early warning unit, winning the Roue Trophy.

The annual award is made in memory of former squadron member David Roue, who died in a helicopter crash in the early 1980s, and the award was presented by his widow Mrs Gillian Roue.

The Sea Kings of 849 Squadron provide airborne early warning for the Navy's aircraft carriers, and 849 'B' Flight are currently deployed in HMS Invincible.



● *TOP STUDENT: 849 Naval Air Squadron's Student of the Year, Lt Mark Gill.*

849 is a special squadron

THE INTRODUCTION of the new three-tier career structure for officers in April means the old 'lists' will disappear.

From now on there will be only initial commission (IC) career commission (CC) and full term commission (FTC) officers serving in the RN.

But the specialist nature of Airborne Early Warning Operations conducted by Culdrose's 849 Naval Air Squadron has resulted in a unique situation where the squadron's most senior officers are from the Special Duties list.

They are the Commanding Officer, Lt Cdr Aidan O'Sullivan, Senior Observer Lt Cdr Bob Wilson, Air Engineering Officer (AEO) Lt Cdr Jim Mockford and Deputy AEO Lt Nick Bowser.

Innovation earns another reward

YEOVILTON'S WO Brian Johnstone has been awarded a further £1,500 for a suggestion which could help to save the MOD between £100,000 and £300,000 every year.

WO Johnstone has already been presented with a £500 local award for his proposal which reduces the number of test flights that have to be made after Pegasus engines are reinstalled in the Fleet Air Arm's Sea Harriers (*Navy News*, February 1999).

The latest reward was made after his suggestion was approved by higher authority, and there could still be more cash to come.

Brian, who lives in Yeovil, was presented with a cheque for £1,500 by the Commanding Officer of the Royal Navy Air Station at Yeovilton, Commodore Richard Clapp.

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ATHLETIC SINGLE SAILOR, 35. Looking for unattached lady to write for relationship/romance. **Box June 2**

FLOWER POWER (49). Seeks penfriend/friendship with sailor. **Box June 3**

MEL, 20. SEEKS sailors with G.S.O.H. for LT friendship. Possible romance. **Box June 4**

SINGLE, 39. ENJOYS all sports, travel, walking, music. Seeks sincere sailor for friendship (maybe more). **Box June 5**

NURSERY NURSE, 32, 5'2", blonde, blue eyes. Seeks naval penpals. **Box June 6**

LOST AT SEA? Mermaid, 41, would like to rescue you. **Box June 7**

FUN LOVING, SINGLE woman 28. Seeks friendship and/or possible partner. **Box June 8**

JENNIE IS INTERESTED in pen pals at home or abroad. **Box June 9**

HAMPSHIRE BASED BRUNETTE, G.S.O.H. Seeks male 35-45 for friendship. **Box June 10**

38YRS CUDDLY BLONDE. Wants genuine cuddly male for friendship, Leicestershire. **Box June 11**

FEMALE, QUIET, CARING, attractive. G.S.O.H. N/S. Independent. Friendship/romance 35+. **Box June 12**

BEVERLEY, SINGLE MUM, 35yrs, attractive. Seeks male friend 26-45 for friendship and must be genuine. **Box June 13**

22YRS, FUNLOVING SWF. Requires lots of penpals to share experiences! **Box June 14**

ATTRACTIVE FEMALE, 39, blonde, blue eyes, G.S.O.H. Seeks servicemen penpals. **Box June 15**

SCOTTISH BUSINESSMAN, VERY successful, 37. Seeks female sailor for friendship/romance. **Box June 16**

LOUISE, 24, REDHEAD. Seeks distraction from becoming workaholic. Please help!! **Box June 17**

ATTRACTIVE WIDOW, 60. Seeks friendship of English/American veteran, 60's/80's. **Box June 18**

SARAH, 26. SEEKS penfriends for correspondence/friendship. Likes socialising. **Box June 19**

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Navy News reserves the right to make any amendments which it considers necessary or to edit copy which is in excess of the number of words paid for.

Endurance solves mystery – but it's the wrong answer



● *Picture perfect – HMS Endurance in the Neumeyer Channel, Antarctica – also known as Kodak Alley because of its appeal to photographers.*

Wreck is probably lost American ship

A CENTURY-old mystery looks to have been solved by HMS Endurance, which has returned from her annual deployment.

The Royal Navy ice patrol ship returned to Elephant Island for the second year running to take samples from wreckage of a substantial ship found on an isolated beach.

Hopes were high that it might have been the remains of the Navy ship's namesake, Shackleton's Endurance, which came to grief in the Antarctic pack-ice in 1915.

But Bob Headland, curator at the Scott Polar Research Institute at Cambridge, says he believes the samples solve a 122-year-old mystery of the seas, as first reported in *Navy News* in April and June last year.

"We have got the dendrochronologists (experts on the origin and age of wood) on to it, but the evidence we have indicates that the wood did not come from Norway, so we have ruled out Endurance," he said.

"But it is far easier to determine where it did not come from than to decide where it did come from."

But Mr Headland said he is "99.5 per cent certain" that the wreck is that of the American sealer Charles Shearer, lost in the vicinity of the South Shetland Islands in 1877.

"HMS Endurance has done a nice job with the survey and samples. It's not often a mystery hanging around for 122 years is solved, and on the balance of probability it's almost certainly the Charles Shearer. It's certainly not what we expected."

The news is likely to spark some interest in the New England port of Stonington, which in the last century was home to a substantial fleet working in both the Arctic and Antarctic.

With the fate of the ship determined, Mr Headland said the final question was the fate of the crew.

Mr Headland said if they survived the wreck they could have set off in open boats – as Shackleton did nearly 40 years later – but they were never heard of again.

HMS Endurance has spent almost seven months on a 30,000-mile journey which combined politics, military presence, logistics support, science and hydrographic surveying.

She sailed south down the east coast of South America, visiting Rio de Janeiro around Armistice Day, and Christmas and the first work period were spent off South Georgia, where approaches and inshore waters were surveyed – useful data for charts used by the increasing numbers of cruise ships visiting the region.

A mid-season break was taken in the Argentinian port of Mar del Plata, when a delegation of Argentinian war veterans – including the Communications Officer of the submarine Santa Fe, which was sunk during the war – were hosted on board.

Then it was back to the Antarctic from January to March, with a variety of tasks including establishment of shore survey stations.

Endurance also helped one guest – Ron Naveen of the American Oceanites Foundation – in his mission to count all the penguins in Antarctica; a census of penguin, seabird and seal populations will establish the effect on the environment of factors such as tourism.

The ship's main scientific effort was directed towards assisting a group of geologists who targeted Seymour Island – one of the best fossil localities in Antarctica – to determine the climate 45 million and 75 million years ago.

Endurance returned north via the Straits of Magellan off Tierra del Fuego, and a visit to Lima in Peru allowed 14 of the ship's company to visit the ancient Inca city of Machu Pichu.

A transit through the Panama Canal and calls at Grand Cayman and Charleston, South Carolina, were the final visits before the ship sailed for Portsmouth.

She will now enter refit in Portsmouth Naval Base – the first warship refit in the base since 1992 – and should be ready for work again in the autumn, in time for her next deployment to the Antarctic.



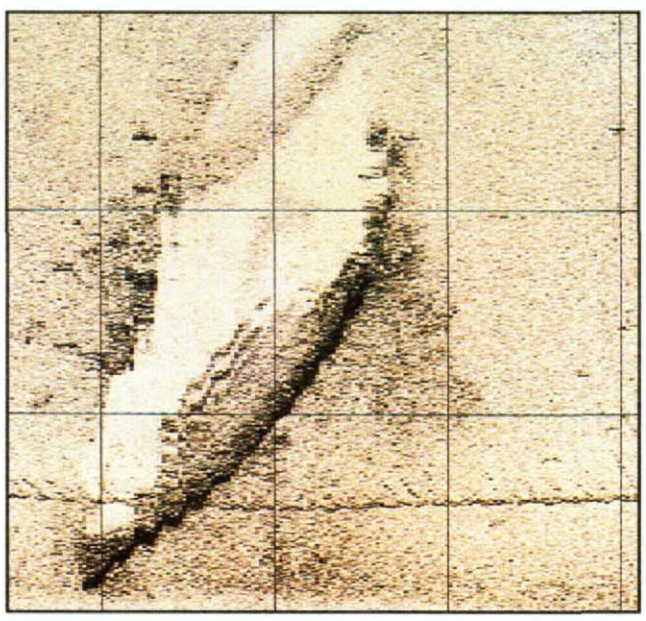
● *Back home – HMS Endurance enters Portsmouth Harbour.*
Picture: LW(PHOT) Christine Wood (SFPU).

Giants puzzle cracked

A SCIENTIST with the British Antarctic Survey believes the secret of the Antarctic giants has been cracked.

Professor Lloyd Peck, whose findings with co-author Gauthier Chapelle are published in *Nature* magazine, said scientists thought Antarctic crustaceans grew so large because of reduced metabolic rates in the cold waters – but the new theory is that it is linked to increased oxygen availability.

Herald plots war grave's position



THIS SONAR picture taken by survey ship HMS Herald has confirmed the position of a British battleship sunk off Malta 83 years ago.

It shows the wreck of the pre-Dreadnought HMS Russell, mined as she returned to Malta after assisting in the evacuation of troops from the Dardanelles in 1916.

Herald, conducting survey work in Maltese waters, found the wreck lying on her side in her charted position (there had been suggestions that she actually lay to the east of that point).

The names of the 120 officers and men who lost their lives in the sinking are recorded in the Royal Navy barracks chapel at Chatham. The wreck is a war grave.



● ***HMS GRIMSBY: The White Ensign is unfurled for the first time on the new Sandown-class minehunter.*** *Picture: LA(PHOT) Gary Davies*

Grimsby accepted

THE LATEST Sandown-class minehunter has made the short trip from Southampton to Portsmouth for acceptance by the Navy.

HMS Grimsby, the third of the Batch 2s, sailed from Vosper Thornycroft to conduct final machinery trials in the Solent before joining the First Mine Countermeasures Squadron at Portsmouth Naval Base and raised the White Ensign for the first time.

The ship will spend the early part of the summer alongside before training and sea trials in the Solent and Scotland.

Her commissioning ceremony will take place in Grimsby in September.

Double first for Smiter

PATROL Craft HMS Smiter has made an historic visit to Belfast.

The P2000 attached to Glasgow and Strathclyde University spent three days open to visitors at the Laganside development after sailing further up river than any RN ship since World War II.

The ship sailed under the new Lagan bridge at low water, which gave just two feet of clearance for the mast.

The ship is also celebrating another first with the appointment of her new Commanding Officer, Lt Don MacKinnon.

Lt MacKinnon is believed to be the first ex-URNU member to return his ship as CO.

HMS Smiter is now conducting operational sea training and will be visiting Norway at the end of the month.

Fleet Air Arm history is kept alive

EVENTS all over the country have been helping to keep the glorious history of the Fleet Air Arm fresh in people's minds.

A Swordfish biplane which took part in the Battle of the Atlantic 55 years ago flew into Liverpool with the city's coat of arms emblazoned on its engine cowling last month for a ceremony to mark its wartime links with the port.

The event, which was organised by the Mersey Group of the FAA Officers Association, saw the RN Historic Flight Swordfish renamed 'City of Liverpool' in the presence of Flag Officer Naval Aviation (FONA) Rear Admiral Iain Henderson and the Lord Mayor of Liverpool.

Another Swordfish from the Historic Flight has been adopted by the city of Leeds. It too, sports the city's coat of arms and the occasion was marked with a tea party given by the Lord Mayor and Lady Mayoress, with guests including former FONA Rear Admiral Terry Loughran and two veterans of the Battle of Taranto, pilot Lt Cdr John Welham and Telegraphist Air Gunner Ben Pierce.

And at Yeovilton, veterans from 1772 Naval Air Squadron presented Admiral Henderson with a cheque for £3,000 for the Swordfish Heritage Trust.

1772 NAS was known as the 'friendly squadron' and operated from HMS Indefatigable with the Mk1 Fairey Firefly in strikes against mainland Japan.

❑ Nine paintings commemorating the last Naval actions of WWII by the British Pacific and East Indies Fleets have been produced as a set of postcards, available for £3.60. For details, ring Terry Thorne on 01329 281605.

● ***Right: One of the paintings, by Fareham College students, showing the mast of HMS Newfoundland in Tokyo Bay for the Japanese surrender.***





Shocking picture...

THIS SPECTACULAR shot by LA(PHOT) Rob Harding shows HMS Pembroke undergoing shock trials on the river Forth.

Two Mark 8 depth charges were exploded close to the minehunter to test the strength of her hull and the resilience of equipment on board.

In brief

Hood visit

THE LAST survivor of the ill-fated HMS Hood met one of the few remaining sailors from the German battleship which sunk her.

Ted Briggs met Josef Statz at the Home Club in Portsmouth, and was presented with a copy of his new book on the battleship Bismarck.

Herr Statz was part of a German delegation taking part in a memorial service for the Hood at St George's Church in Portsea.

Queen Mum

THE ROYAL British Legion Women's Section held a national parade to commemorate the Queen Mother's 75th anniversary as President.

The parade, in London on May 6, included 500 women with 120 county representatives, 68 county standard bearers and branch standard bearers. The salute was taken by Queen Elizabeth the Queen Mother and national chairman Doris Ingham at Clarence House Gardens.

Credit plan

THE GOVERNMENT is to unveil plans for a multi-million pound package to help Servicemen to develop their education and careers.

The idea is to provide each Servicemen with a 'lifelong learning account' with a Ministry of Defence contribution of £3,000.

Sultan show

HMS SULTAN'S Summer show will be held between 10am and 6pm on Saturday June 5 and Sunday June 6.

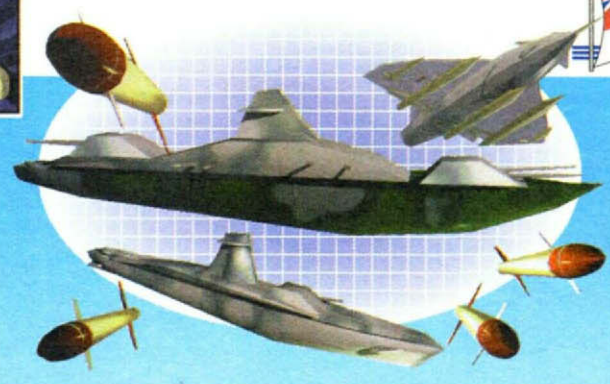
Tanker off

RFA Orangeleaf sails for the Gulf this month, to relieve Armilla Patrol tanker RFA Brambleleaf. Brambleleaf is due to return for refit in the middle of June.

Sub visitor

AUTHOR Geoffrey Archer spent ten days on board HMS Turbulent researching a thriller involving the submarine service. He is not, however, to be confused with the more famous author *Jeffrey* Archer.

DESIGN 2000



Navy News Millennium Competition Winners

Remember the Navy News Millennium Calendar Competition?

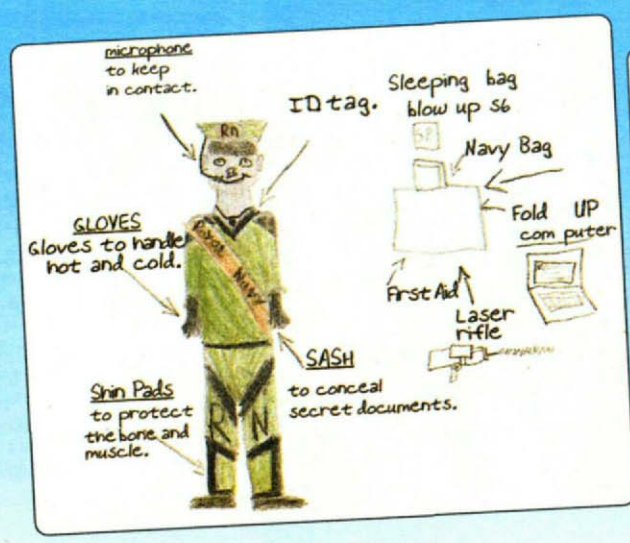
A big "Thank You" to the many, many readers who sent in their designs. It has been a very difficult task choosing the winners as all of the entries were superb.

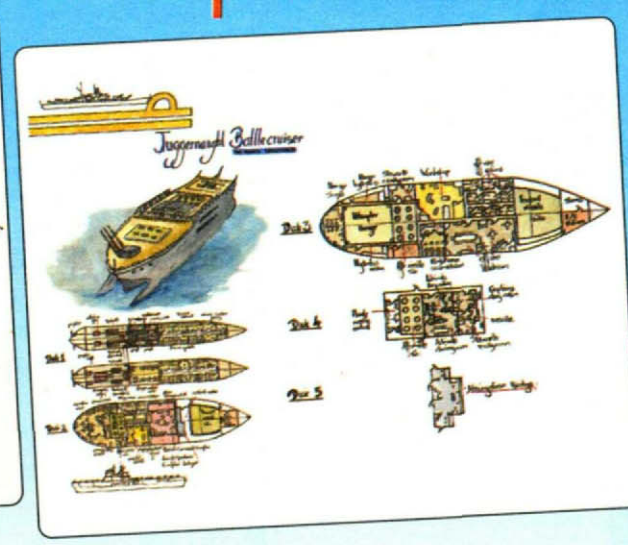
We were impressed by the skill, and attention to detail, shown by the older age group, and amazed and delighted at the imagination of the very young readers... *Well done to you all!!*

The twelve winning designs of a Futuristic Navy will appear alongside the present day Fleet, in the prestigious Navy News Millennium Calendar.

Supplies anticipated from September 1999 Price £6.
We are expecting a huge demand and orders will be taken from August.

The Business Manager, Navy News, HMS Nelson, Portsmouth, PO1 3HH.





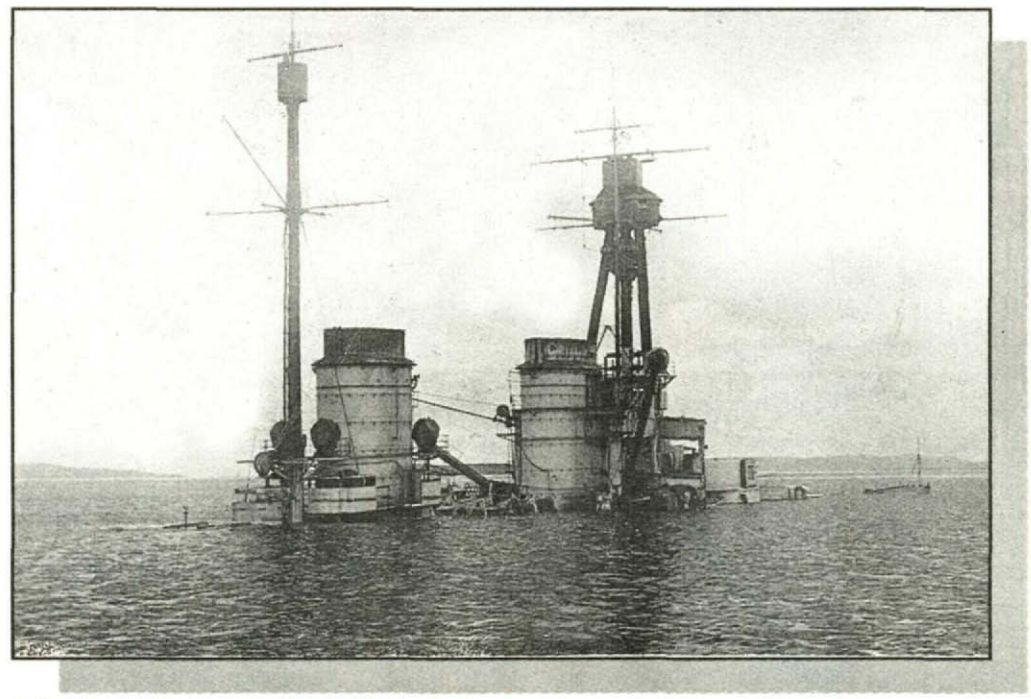
Winners of the Navy News Millennium Calendar Competition

Overall Winner, 12–18 age group... James Beedle of Hampshire. *Overall Winner, 6–12 age group...* Michael Roberts of Powys. ... Jenny Leggot of Surrey. Bryan Bowdell of Lancs. Chris Braid of Fife. Jade Fraser of Cleveland. Cheryl Marr of Peterhead. James Duncan of Peterhead. Tom Wilson of Hants. Nicholaus Gyte of Suffolk. Matthew Vanns of Kent and Richard Bowdell of Lancs.

We regret we cannot show all the winning designs within this advertisement, but look out for them in future issues of the Navy News and in the Calendar. They are not to be missed!

JUNE 21, 1919: THE END OF THE GERMAN FLEET

Suicide at Scapa – a matter of honour



● ***LAST ONE DOWN:*** ***The battleship*** **Hindenburg** ***settles on the bottom of Scapa Flow.***

ON JUNE 21, 1919 the greatest single loss of shipping in history took place, not as the result of the titanic clash of dreadnoughts anticipated by naval planners but by a deliberate act of suicide, *writes Bill Young.* The bulk of the Imperial German Navy, over 400,000 tons of finest Krupp steel, was scuttled in Scapa Flow on the orders of its own commander.

Despite angry scenes from the Royal Navy and exhaustive efforts by the Secret Service to prove that the German Government had given the order, erstwhile wartime allies suspected Britain of collusion, lest these formidable fighting machines should fall into their hands and thus weaken her own maritime supremacy.

Some 74 ships had been interned since November 1918 to guarantee the Armistice. The German commander of the "Internment Formation", Rear Admiral Ludwig von Reuter, rightly suspected that the Royal Navy had plans to seize them should Germany refuse to sign the harsh Treaty of Versailles.

He therefore planned to scuttle his entire force and, as Germany's deadline approached, officers were seen crawling through the bowels of their ships, smashing valves, opening hatches and cutting holes through bulkheads.

To maintain secrecy, the sailors were not told – but after seven months of boredom they suspected something was afoot and the promise of defiance in the face of the enemy was a huge boost to morale.

The morning of Saturday June 21 was bright and clear. Most of the British guard force, led by Vice Admiral Sir Sydney Fremantle, were away on exercise and only a few drifters and tenders were present. This fuelled later speculation that the Royal Navy knew of von Reuter's plans.

One tender, the *Flying Kestrel,* was taking a party of Orcadian schoolchildren around the anchored giants. They may have noticed the German admiral in full dress on the bridge of his flagship, the *Emden,* while his captains across the water kept an unusually keen watch on his signal bridge.

At 1030 von Reuter ordered his yeoman to make the signal 'Paragraph 11. Confirm.' This was repeated by Morse and semaphore to those ships out of line of sight. After an agonising wait, ships started to confirm receipt of the signal. Imperceptibly at first, the final Wagnerian act of self-immolation began.

Shortly after noon, von Reuter heard the bell clanging on the battleship *Friedrich der Grosse,* signalling abandon ship, and 15 minutes later she turned turtle and sank.

All over Scapa Flow, boats were being launched as anchor cables snapped and ships started to list at crazy angles.

After months of mutiny and plunging morale, the Kaiser's navy put on its last act of defiant bravado. Imperial ensigns were raised and the destroyer squadrons hoisted red flags – not the banners of revolution but the more Nelsonian signal flag Z – "Advance on the enemy".

The crew of the battleship *Seydlitz* stood to attention on their upper deck and sang the national anthem as their neighbour, the *Moltke,* sank.

Tenders and tugs buzzed around their charges as, like a school of trapped whales, the leviathans reared into the air and sank or gracefully turned turtle, sending great gouts of compressed air and steam to the surface.

By 2pm British destroyers from the guard force returned at high speed. Amid the chaos and indiscriminate shell fire, boarding parties tried to save sinking ships. In the process, eight Germans were shot dead as their boats came under fire. A Royal Marines firing squad ominously formed up on the deck of the destroyer S132 in an attempt to discourage further action.

Despite these unco-ordinated incidents, no Germans were lost through drowning, due mainly to the swift action of their guards.

By 5pm the surface of Scapa Flow was littered with flotsam and lifeboats as the last battleship, the *Hindenberg,* settled on an even keel, which allowed the crew to escape.

The surviving Germans, now prisoners of war, were taken on board the British capital ships. Von Reuter was brought to the quarterdeck of HMS Revenge, where Admiral Fremantle read out a statement accusing the German of a "breach of naval honour".

Von Reuter replied: "I am convinced that any English Naval officer placed as I was would have acted in the same way."

His men were distributed around Fremantle's ship. Later the prisoners were taken by train to camps in northern England.

Von Reuter expected to be tried for a breach of the Armistice and the German Government was accused of directing him. No evidence was found but the Allied governments still demanded five destroyers and hundreds of thousands of tons of dockyard equipment in reparation. Von Reuter accused Britain of holding his captured crews hostage after all other prisoners of war had been released, but the delay was down to a habitual problem – a transport strike.

Eventually von Reuter's energetic writing campaign to Germany spurred his disinterested government into action and his men were gradually repatriated.

In the new year of 1920 von Reuter, who had been promoted to Vice Admiral in captivity, left Hull on a German steamer. On January 30 a destroyer escort met him at the mouth of the river Jade.

Any fears he may have had about his welcome were dispelled when a naval band and full military honours greeted the man who had succeeded where Jellicoe had failed.

Most of his ships have since been salvaged. Scrap armour plate was even resold to Krupp in 1937 and may well have taken another battering on board the *Graf Spee* or *Tirpitz.*

Von Reuter died in retirement in 1943, so missing the spectacle of the German Navy's second defeat.

Three battleships and four cruisers are still at the bottom of Scapa Flow, all that remains of the force that precipitated the arms race that led to World War I.

'I am convinced that any English Naval officer placed as I was would have acted in the same way' – Ludwig von Reuter

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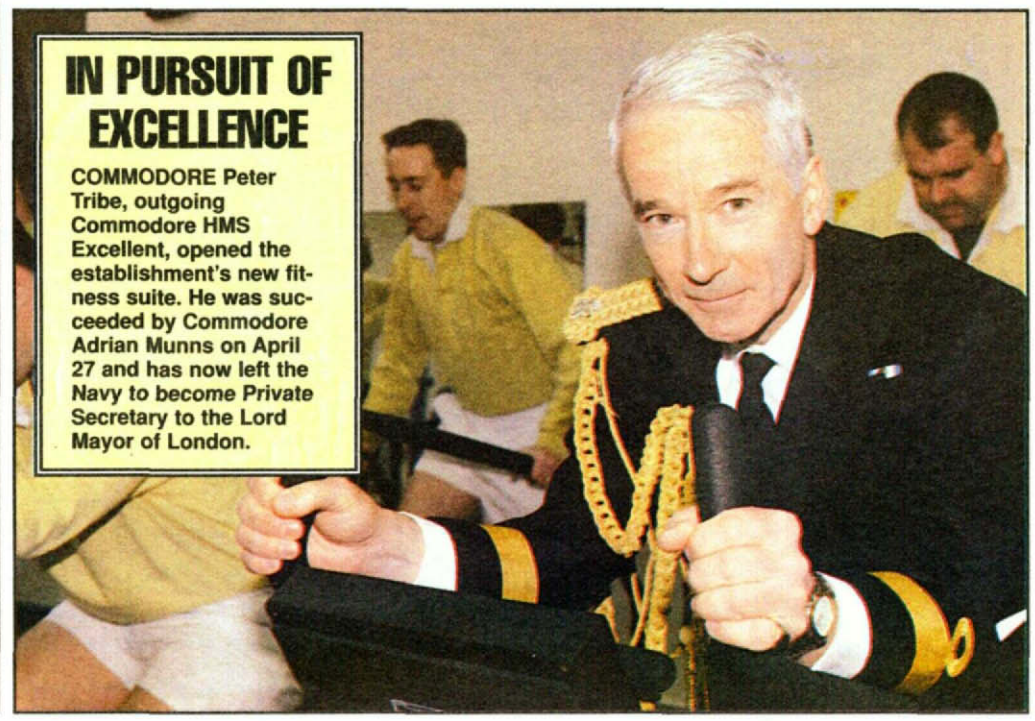
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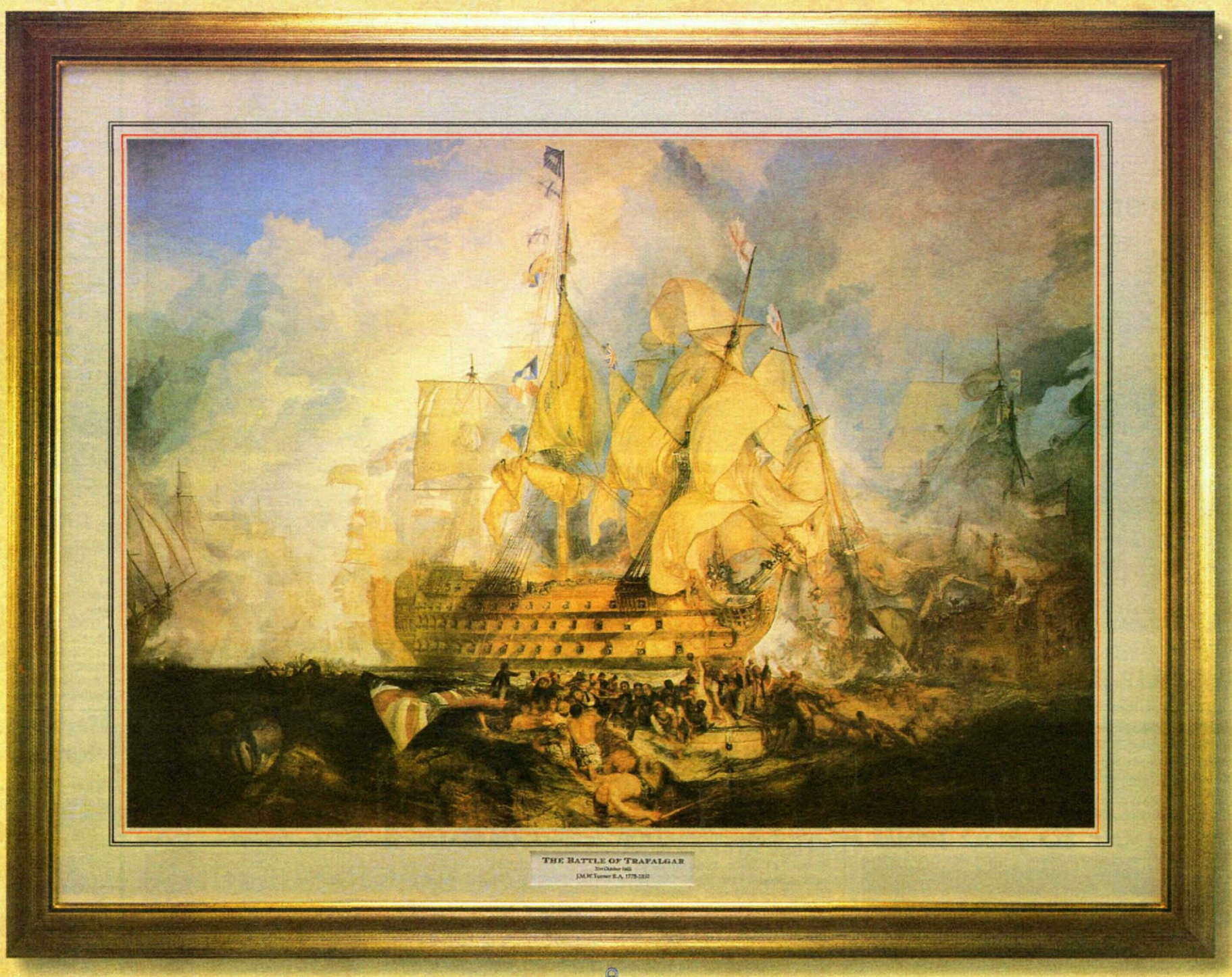
IN PURSUIT OF EXCELLENCE



COMMODORE Peter Tribe, outgoing Commodore HMS Excellent, opened the establishment's new fitness suite. He was succeeded by Commodore Adrian Munns on April 27 and has now left the Navy to become Private Secretary to the Lord Mayor of London.

Published for the first time as a superb quality fine art lithograph, Turner's great tribute to Nelson's outstanding victory at Trafalgar.

THE BATTLE OF TRAFALGAR 21ST OCTOBER 1805



JMW Turner RA 1775-1851

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Limited to just 5,000 copies

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BATR 60

Bath day fun yields welfare fund bonanza

A CHEQUE for £3,200 for the welfare fund of HMS Illustrious was the fruit of a day's labour earlier in the year.

The money was gathered through a variety of fund-raising events during the Bath rugby day, hosted by the carrier.

Centrepiece of the day was a match between the ship and representatives from Bath RUFC and Bath University.

The cheque was presented to Commanding Officer Capt Mark Stanhope by Doug Ryder, ex-vice-chairman of Bath Football Club Trustees, and Bath forward Andy Long, in front of the home crowd before the Allied Dunbar Premiership clash with West Hartlepool.

The final steps

THE last charity event staged by HMS Beaver helped raise more than £1,000 for the CPOs mess charity, the Beckly Centre for children with special needs.

Several chiefs held a 55-mile walk, and an auction/raffle of mess items before the closure of the bar also contributed.

One of the children who attends the centre and joined the walkers on the final stages, in her wheelchair, was Amy, daughter of mess member CCMEA Billy Connelly.

Beaver decommissioned at the beginning of February.



● *Ready for the off – the ten cyclists prepare to race HMS Ark Royal to Scotland.*

Cyclists race against carrier

A TEAM of ten cyclists raced an aircraft carrier from Portsmouth to Scotland – and the cyclists won with an hour or so to spare.

The cyclists – five from HMS Ark Royal and five from Babcock Rosyth Defence Ltd (BRDL) – have raised more than £5,000 so far on their 550-mile journey.

The money will be distributed between the RNIB, the John Westmoreland Trust, a charity specialising in the purchase of diagnostic equipment for the head and neck cancer unit at Cookridge Hospital, and the Rachel House children's hospice in Kinross.

The Ark team, led by Lt Martin Midmore, was Ian Wressel, Andy Potts, John Roome and Donna Nichols.

The team took it in turns to drive the support van, giving them a break from cycling.

One of the cyclists' ports of call was Leeds, where they were met by Lord Mayor Cllr Graham Kirkland – the city has had an affiliation with Ark Royals for 58 years.

The current Ark Royal was towed north for a refit at Rosyth last month, and is expected to be back in commission in late 2001.

Wheels of fortune

CHARITY cyclist Tom Smith is offering sponsors the chance to win one of two mountain bikes while helping a good cause.

Tom (63), a Fleet Air Arm veteran and currently a tutor at Barnfield Technology Centre in Luton, needs to raise at least £2,500 for the Bedfordshire Project of Macmillan Cancer Relief – and will be doing it by cycling 375 miles across Mexico in October.

The prize bikes were donated by the University of Luton and Barnfield College/Trek UK.

If you can help, contact Tom on 01525 753386.

In Brief

End to end for bike quintet

A TEAM of five from the Intelligence Corps and the RAF are cycling the 980 miles from Land's End to John O'Groats to raise money for the Royal Star & Garter Home for disabled ex-Service people in Richmond, Surrey.

One of the cyclists is WO2 Charles Jenkins, who has supported the home in recent years in the London Marathon, and in last year's US Marine Corps marathon in Washington.

Pedal power on the coast

THE RNLI is set to benefit from the efforts of four cyclists at the Directorate of Naval Aviation Support (DNAS), at Yeovilton.

Cdr Roger Powell, CCPO Tony Gordon, CCPO Neil Wright and civilian Marie Barnes will tackle a 330-mile, 48-hour route visiting 24 lifeboat stations from the Forth to the Humber.

The team hopes to raise over £3,000 in the event, on June 4-6. Potential sponsors can contact Marie on 01935 452543.

Field gunners rake in cash

DEVONPORT field gun crew have limbered up for the start of the 1999 season with their annual charity run through the streets of Plymouth.

The street run, plus an appearance at Plymouth Argyle's final home game, raised almost £1,500 for the Astor Hall residential home for disabled people.

Merlin team set for challenge

TEAM Merlin needs more sponsors for its Cape to Cape challenge.

The four Naval officers from RN air station Culdrose are making the drive from Norway to Spain to raise funds for the Royal Cornwall Children's Hospital Joey Appeal.

Helston Garages have lent them a vehicle, and Bray Leino, JK Miln and Mill Auto Supplies have also helped, but any further potential sponsors should contact Lt Hayton on 01326 552223.

Give us a name and win £500!!!

The Association for Royal Naval & Royal Marine Families –

is looking for an official title to launch itself. We are currently using the above working title but feel that we need a stronger and more positive one or two word title.

We will be launching the Association with its new title very soon at a prestigious venue. We want you the families to be involved at the outset in your new Association and are asking for suggestions for our new title which will then lead onto a logo and image being established.

There will be a prize of £500 to the winning entry, which will be announced at the launch – with the winning family in attendance!!!

Good luck to you all!!!

Either fill out the coupon below and send it to:
22 Tailyour Road, Crownhill, Plymouth, Devon PL6 5DQ
or e-mail us at: associationrnrmfamilies@lineone.net
Entries to be in by 21st June 1999
Telephone: 01752 789444

Our new name is:
Name:
Address:
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Winner will be notified in the July edition of Navy News. You should submit your entry on the original coupon. The judges decision is final and no correspondence will be entered into. Employees and their relatives are not eligible to enter.

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● *In between small boat training in Gibraltar and helping to repaint the local women's refuge, visiting Royal Marines also took the trouble to attend to the graves of Royals in Gibraltar's Trafalgar Cemetery. Palm branches from the cemetery were cut and despatched to HMS Invincible in time for Palm Sunday at sea. From left, Mne 'Jumper' Collins, Sgt Dickie Birch, Mne Guy Roberts and Cpl 'Higgie' Higston.* Picture: Cpl Steve Lancaster



Pennies add up

CAPT Patricia Hambling, Director of Naval Nursing Services, starts off a chain of pennies in the courtyard of the Royal Hospital, Haslar.

The event, arranged by LNN Katherine Procter (left of picture) of the hospital's coronary care unit, raised £311 for the Handicapped Children's Pilgrimage Trust (Royal Navy) and the Queen Alexandra's Royal Naval Nursing Service (QARNNS) Memorial Fund.

A cheque for £224 from the ship's company of HMS Birmingham was added to the pilgrimage trust total.

Also pictured are Cdr Weall *(partly hidden)*, Lt James, PONN Swire and Lt Float.

Family Matters

Trust opens new hall

WORK on a new conference hall in Shropshire has been completed by the Cornelius Trust.

The hall is the latest development by the Trust which provides the Armed Forces and their families with Christian conference and holiday facilities at Badger House, on an eight-acre estate near the village of Badger.

The new conference hall will be dedicated by the Bishop of Shrewsbury, the Rt Rev David Hallet, at a service of thanksgiving at noon on Tuesday June 29.

For more information on the trust, write to The Warden, Badger House, Badger, Burnhill Green, Shropshire WV6 7JR.

Centre is still going strong

THE CROSSLEY Centre at Gosport celebrated its seventh birthday with a big party on May 15.

The centre, in Grange Lane, Rowner, Gosport, is a Ministry of Defence building which is run as a community centre, capable of serving up to 1,500 Service men and women and their families.

Volunteers put in a lot work to publicise the event, decorate the building and arrange a Karioke competition as part if the day's festivities.

For more information on the Crossley Centre, write to Mrs Ruth Tolton, the Crossley Centre, Grange Lane, Rowner, Gosport, Hampshire.

Families groups meet the Minister



● *CAN YOU TELL WHAT IT IS YET? Plymouth Devonport MP David Jamieson demonstrates his artistic ability to children at the Tamerton Foliot Naval Preschool in Plymouth.*

FAMILIES associations have had their first chance to discuss some of the problems which are unique to Service life in a face-to-face meeting with Armed Forces Minister Doug Henderson.

The new 'Families Forum' is to become a regular event, providing a vital point of contact between the three associations and the Service Families' Task Force (SFTF), a cross-Governmental working group established to address their concerns.

Mr Henderson welcomed the opportunity to meet the Service families' representatives and explained that he had directed the SFTF to focus initially on six key areas which have a profound effect on relatives of those in the Armed Forces:

- Schools admissions policy
- Eligibility to student loans
- Access to dentists
- NHS waiting lists
- Eligibility to Job Seekers Allowance
- Registration of child minders

He also had early progress to report as a result of work already carried out by the Service Families Task Force.

The new Department for Education and Employment Code of Practice for Schools Admission Guidance now contains, for the first time, specific references to Service children.

Local Education Authorities (LEAs) with high numbers of Service children are now strongly advised by DfEE to have a representative of the Service Children's Education organisation in their Admissions Forum and one LEA has already done so.

Speaking after the meeting Mr Henderson said: "The problems we are tackling with the Task Force are difficult and long-standing but we are already making good progress. Our early successes have shown that the Task Force can deliver results.

"This is a good first step and it will not be the last. I am confident that we will be able to report more progress on the other issues we are tackling at the next meeting of the Families Forum."

Families were represented at the meeting by Maxine James of the new Royal Navy and Royal Marines Families Association, Liz Sheldon of the Army Families Association and Amanda Batin of 'Airwaves', the RAF families organisation.

The SFTF includes senior Ministers from the departments of Education and Employment, Social Security, Health, the Scottish Office and the Northern Ireland Office.

Name new association and win yourself £500!

THE ROYAL Navy and Royal Marines Families Association is offering a £500 prize to the person that picks the best name for the new organisation.

The association is looking for a more user-friendly name which encapsulates the ethos of both the Royal Navy and the Royal Marines.

Entries may be submitted by post to 22 Tailyour Road, Plymouth, Devon PL6 5DQ, by fax on 01752 789940 or by e mail on assocrnrmfamilies@lineone.net and the closing date is Monday June 21.

Winners will be notified by post and the judges decision, which is final, will be announced in the August issue of *Navy News* .

Meanwhile, the RN&RMFA is busy writing to every Service family inviting them to register with the association so that they can be kept up-to-date with any information that is relevant to them.

MPs go back to school

MPs from Plymouth and Devonport visited two Naval preschools in their area last month.

Gary Streeter and David Jamieson were taking part in a nationwide campaign to persuade politicians of the importance of preschools and the need to keep them open.

Mr Streeter went to the RN preschool at Stockingway Close, Radford and Mr Jamieson went to the school at Tamerton Foliot.

Both were asked to paint a picture based on a childhood memory, and their efforts, along with those from MPs throughout Britain, will be judged at a display in the House of Commons.

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"Gentlemen – you realise we'll have to cancel Ark's refit to pay for this?"

NEWSVIEW

May the Force be with us, too

STAR Wars, latest episode of which will have us all queuing up with our children and grandchildren at the cinema next month, is a simple story about the triumph of good over evil.

In an age of increasing uncertainty, that may help account for the series' enduring appeal. In fact *Star Wars'* imagery – however cleverly manufactured – harks back to an earlier, likewise uncertain age, that of the sci-fi movies of the 1930s, Buck Rogers and Flash Gordon, when the 'Dark Side' off-screen threat came with Hitler's Germany (compare Darth Vader's troops' Nazi-style uniforms).

Today's parallel villain, Serb dictator Slobodan Milosevic, is the "embodiment of evil" according to the Commander of the RN Task Group off Albania, Rear Admiral Ian Forbes.

And so the justifying message of the current conflict is just as simple – even when the Byzantine politics and history of the Balkans are taken into account: for us, this war is as morally right as World War II was.

Hard to believe, but many of our people in our ships in today's front line were only a gleam in their parents' eyes when the first *Star Wars* film appeared in 1977. Yet the emotive power of this curious morality tale set "a long time ago in a galaxy far, far away" continues to fascinate this generation, too.

So while NATO's occasional mistakes are now bizarrely gaining precedence for media attention over Milosevic's deliberate crimes, let's hope the Force is still on the side of right.

A true 'Sailor King'

A FOR once well-balanced summary in BBC2's *Reputations* series actually did something for a reputation that has long deserved a fair appraisal.

Whether or not "dull men do make the best kings", George VI was no dullardl. He well knew his limitations – and his quiet heroism in overcoming his constitutional disadvantages in shouldering the job in what turned out to be his and our severest trial showed him to be a true "Sailor King".

He shared the British sailor's quick wit, too. Irresistible was the story of Churchill voicing his fears over Montgomery's ambitions: "I think he's after my job." "Thank goodness for that," the King replied, "I thought he was after mine."

"I'm only a Naval officer," was his famously anguished cry when the burden of kingship was thrust upon him. It may have been his best qualification.

George VI was also shown at his best with young people – with the boys' camps he promoted in the 1920s. It was a ground-breaking endeavour his son-in-law and grandson – both also Naval officers – have continued in spirit with the Duke of Edinburgh Award Scheme and the Prince's Trust.



● *King George VI*

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BACB 1949 – 1999 50 Years

***Navy News* won five Awards of Excellence in the Golden Jubilee competition of the British Association of Communicators in Business.**

This is our biggest tally since we first entered the competition in 1972, bringing our total of awards to 83 in unbroken succession – a unique record.

This year they fell in the categories of Best Newspaper, Best News Story (twice), Best Colour Picture and Best Illustration.

Still an entirely in-house production in a contest now dominated by agencies, *Navy News* was also alone in securing two awards for a single publication in a single class.

BACB offers the biggest corporate awards programme in Europe and this year attracted over 1,000 entries.

❑ *From Armed Forces Minister Doug Henderson:*
"I know that *Navy News* is read widely in the naval community and I, amongst many others, find it an extremely useful means of keeping in touch.
"This is a tremendous achievement and I offer my warmest congratulations."

❑ *From First Sea Lord Admiral Sir Michael Boyce:*
"Each year you must feel under greater pressure than before to maintain the excellence we have now come to expect from 'our newspaper'; it is testament to you and your staff's ability that you maintain the high standards required."





● *Above: Navy News Editor Jim Allaway collects five Awards of Excellence from Meridian TV anchorman Fred Dinenage – including those for the May 1998 issue (left) and Mike Badrocke's Trafalgar-class submarine cutaway from August 1998 (below).*



WHAT THE JUDGES SAID:

"Away from home on a long voyage and surrounded by sea, I think I could happily curl up in my hammock with *Navy News*. There is a tremendous amount to read here in a well-designed and well-written publication ... The scope of stories and letters is commendably wide and the lead was very strong ... an attractive paper with a good centre spread and sports pages and a lively children's section – something for everybody here."
"An excellent piece of newswriting."
"A first class image that immediately draws you into the subject."
"Incredible technical drawing know-how! I would have had this on my wall as a kid."



Orkney's farewell party

HMS ORKNEY'S last boarding on her final Fishery Protection patrol before paying off led to the Belgian trawler Thalassa being detained at Harwich.

The Island-class patrol vessel, first commissioned in 1977, then enjoyed a four-day stand-off for rest and recreation at Ostende followed by a memorable last visit to the Orkney Isles.

She sailed into Kirkwall Bay flying the flag of the Flag Officer Scotland, Northern England and Northern Ireland, Rear Admiral Mike Gregory, who laid a wreath at the final resting place of HMS Royal Oak.

The Orkney was open to over 230 visitors and her ship's company attended a service at St Magnus Cathedral which marked the 175th anniversary of the RNLI. On her departure, flying her paying-off pennant, she disappeared into the early morning mist with the sound of the pipes carrying across the bay in her wake.

In her 22 years' service the Orkney recorded 699,463 miles run with 73,657 hours underway. Under the command of Lt Cdr Chris Moore she conducted 319 patrol days with 1,060 boardings resulting in 62 infringements with five detentions.

Her decommissioning service at Portsmouth last month coincided with the award of the Jersey Cup, given to the offshore patrol vessel considered to have contributed most overall to the Ministry of Agriculture Food and Fisheries and the Fishery Protection Squadron.

● *HMS Orkney – with a party of Orkney Sea Cadets on board – is escorted into Portsmouth by Commodore Barry Goldman, (COMMW) flying his pennant in HMS Blazer.*

Picture: LA(PHOT) Craig Leask

GUNNERY TRAINING HAS SIGHTS ON A NEW LOOK

Cambridge comes under threat as shore firing ends

A DECISION to end live gunnery firing from shore threatens the future of HMS Cambridge.

The Navy Board has accepted that gunnery training, in common with missile training, could be carried out through static non-firing training, simulation and training at sea.

The decision is expected to save around £5m over the next four years and up to £3.5m annually thereafter.

But it casts a shadow over the Navy's gunnery training establishment at Wembury Point, near Plymouth, as the remainder of training carried out there could be transferred to other establishments.

Cambridge is currently home to the Navy's board and search facilities and to small-arms training and it is expected that both would move to HMS Raleigh at Torpoint if closure is agreed.

An investigation into the proposal has now been set up, due to be completed by the autumn, and if closure is the result then a full consultation process will begin.

In addition to savings, any rundown of the establishment would eliminate the disturbance to the local community caused by gunfire and would allow fishermen unlimited access to the sea ranges.

The workforce at Cambridge is currently 160 military personnel and 22 civilians.

Meanwhile a new close range gunnery trainer has been introduced to the Fleet by HMS Cardiff.

The trainer, designed and built by Lockheed Martin Solartron Systems at a cost of £2 million, consists of an aimer unit, mounted on the weapon, a hand-held instructor unit and a computer.

The system can be set up and operational in less than ten minutes.High-definition colour graphics of up to 40 different targets are displayed on the aimer and instructor, including fixed and rotary-wing aircraft, patrol boats, merchant ships and missiles.

Target details can be generated by the instructor and the results of the "attack" downloaded onto a computer for detailed analysis.

The Navy has ordered 43 of the units which are designed mainly as a continuation trainer, and they will be allocated to ships on the basis of greatest need, with ships deploying having the highest call.

All 43 units should be in service by the end of the year.



●**VIRTUAL GUNNERY**:*Lockheed Martin Solartron Systems project manager Ian Owen hands over the first of the new gunnery trainers to Commodore Laurie Hopkins, Deputy Flag Officer Surface Flotilla, on board HMS Cardiff.*

Commandos opt for Accuracy

Royal Marine Commandos with the UK Joint Rapid Reaction Force are to be equipped with a new long-range rifle.

Military operations in Somalia and the former Yugoslavia identified the need for a lightweight weapon capable of accurate fire over a range of more than 1,000 metres.

Presently only heavy machine guns and Milan anti-tank weapons are capable of effective fire over those ranges, but they are designed for full-scale war.

The Long Range Large Calibre RIFLE (LRLCR) project has chosen the UK-made Accuracy International AI 0.338in weapon.

Accuracy International also makes the L96 sniper rifle as used by British armed forces.

The new weapon system will include day and night sights, a spotting telescope and a laser range finder.

2SL gets the message



●*TELLING IT LIKE IT IS: (left to right) SA Paul Bennion, Personnel Liason Team leader Cdr Chris Alcock, Admiral Brigstocke, WO Mick Cooke and CSGT Stan Stenhouse.*

STORES Accountant Paul Bennion from HMS Lancaster and CSGT Stan Stenhouse from RM Stonehouse got a surprise call to sit in on a debrief in the Second Sea Lord's office.

Admiral Sir John Brigstocke had the idea of using his Personnel Liaison Team – founded 40 years ago – to prove that the views of Naval people and their families are heard at the highest level.

To this end the team has visited 11,000 people in 75 locations in the past year alone and some of them have been invited to make their feelings clear to him personally – particularly if theyr have expressed cynicism over the upward debriefing system!

Said SA Bennion: "A lot of people on board ship think that after the PLT roadshow has been everyone just disappears and our views are forgotten.

"So to actually go and see the Second Sea Lord hearing the message was a real eye-opener. It's certainly not being filtered."

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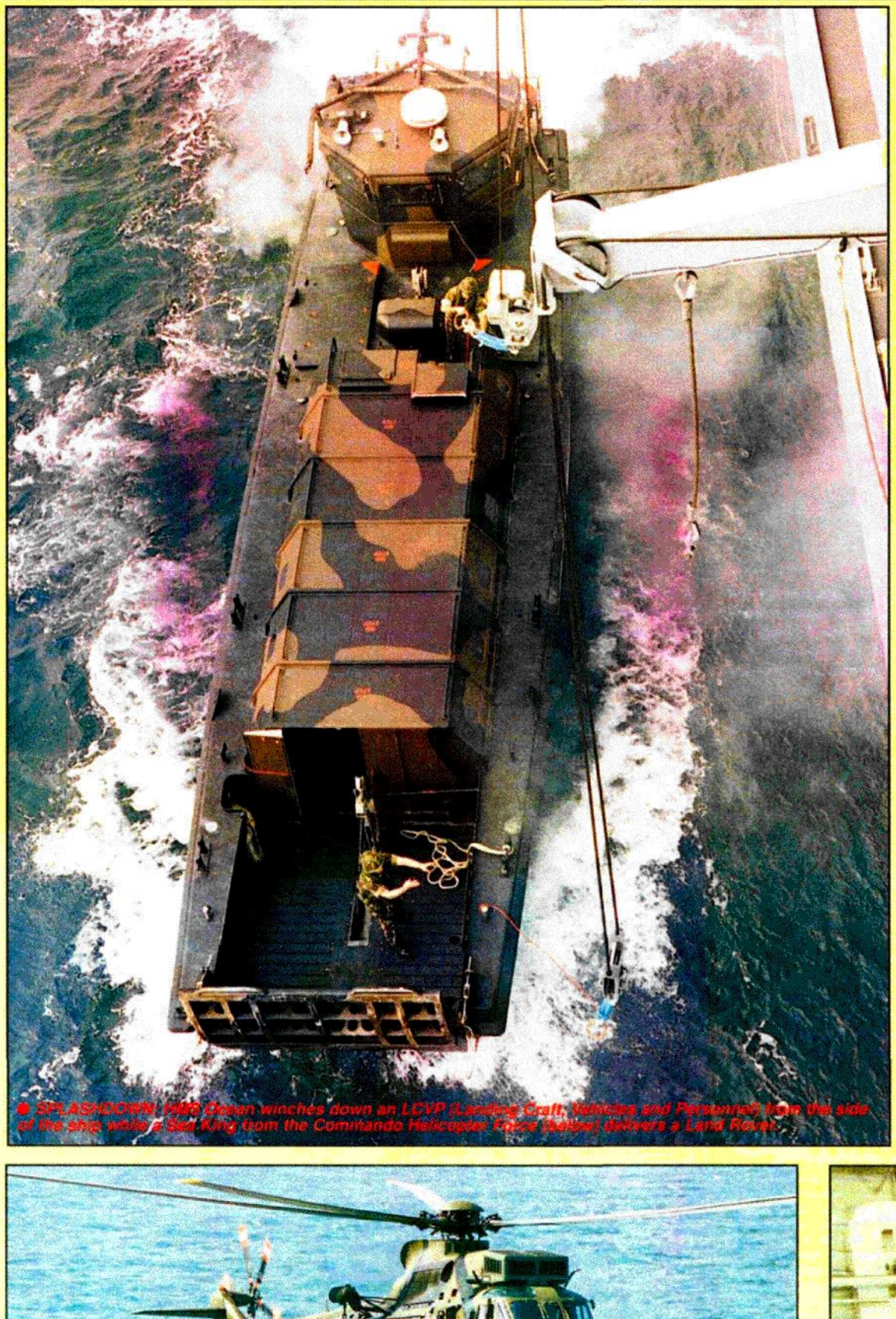
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OCEAN FACES TRI



● *SPLASHDOWN: HMS Ocean winches down an LCVP (Landing Craft, Vehicles and Personnel) from the side of the ship while a Sea King from the Commando Helicopter Force (below) delivers a Land Rover.*

Dominic Blake reports from the Navy's

IN JUST three years HMS Ocean has gone from being an empty shell on the Clyde to one of the Navy's most formidable fighting ships.

By May 30 the ship will be ready to deploy an entire Commando Group on her own or play a central role in Brigade-level operations within the amphibious task group led by HMS Fearless.

The return of a fully-operational helicopter carrier to the Fleet gives the Navy's amphibious forces a degree of flexibility not seen since the days of HMS Bulwark and HMS Albion.

Exercise Aurora, in Devon, will prove Ocean's ability to deploy almost 400 Royal Marine Commandos in a single wave and to reinforce them with troops, gun batteries and engineers.

Her new generation of landing craft will be exploiting a range which is four times longer than their predecessors and her helicopters will enable her to reach far beyond coastal defences.

Although lightly armed, Commandos are uniquely capable of taking key objectives and landing sites and holding them long enough for heavier following forces to exploit.



● *LOADING UP: Royal Marines from 42 Cdo bou Ocean in Plymouth Sound and (below) the ship's ha*

Ocean's Executive Officer, Cdr Russell Best, said: "The key thing is that you generate the largest group of forces you can instantaneously at one spot and the helicopter carrier is unique in being able to do that.

"We can deliver, from the sea or the sky and in rapid order, a full formation of troops on the ground ready to fight. There are not many other assets that can actually produce that."

As the task group sailed for the exercise from Plymouth Sound, she was taking a huge amount of stores with her.

Cdr Best, said: "We have 56 tons of field rations packs on the ship at the moment and 30,000 man days of other rations without going into that.

"We have 4,000 metric tons of fuel and we carry 45 vehicles and enough ammunition and stores to sustain the Commando

and allow the C declare her at st

Ocean's CO, C had to work incr

"From the day target, from com rial assessment basic operationa

"Getting to th and none of this motivated and p ly small for the





IAL OF STRENGTH

new helicopter carrier



und for HMS ngar.

in the field for 48 hours at top wartime rate, and that's a considerable amount.

"We have a policy in the Amphibious Task Group of sea-basing equipment so much of it was on board already, but the fact is, that when the ship has to go, it's all there ready."

At the peak of Exercise Aurora up to 2,000 personnel will be taking part. The Task Group includes:

- Well over 1,000 people in the ship's companies of HMS Ocean, HMS Fearless and HMS Edinburgh and RFAs Sir Galahad and Sir Bedivere.
- The Royal Marines of 42 Commando from Bickleigh Barracks, Plymouth, supported by elements of the Commando Logistics Regiment, 59 Assault Engineer Regiment, 29 Independent Artillery and maritime units of the Royal Logistics Corps.
- 150 members of Yeovilton's Commando Helicopter Force, operating a dozen Mk4 troop-carrying Sea Kings from 845 and 846 squadrons and six Lynx and Gazelle attack helicopters from 847.
- A further 100 personnel from Stonehouse Barracks at Plymouth from the staff of Commodore Amphibious Task Group, Commodore Niall Kilgour, and Commander of 3 Commando Brigade, Brigadier David Wilson, who are embarked in HMS Fearless.

The exercise will have three phases, an aviation work-up, amphibious drills and finally the landing exercises which will pull everything else together

ommodore of the Amphibious Task Group to atus to deploy.

Capt Bob Turner said: "The Ship's Company has redibly hard to get to this stage.

s of coming out of Barrow they have met every missioning last year, its operational date mate- which was a very impressive milestone, and al sea training.

e highest state of readiness is our last hurdle s would have been possible without a superbly rofessional Ship's Company which is extreme- task."

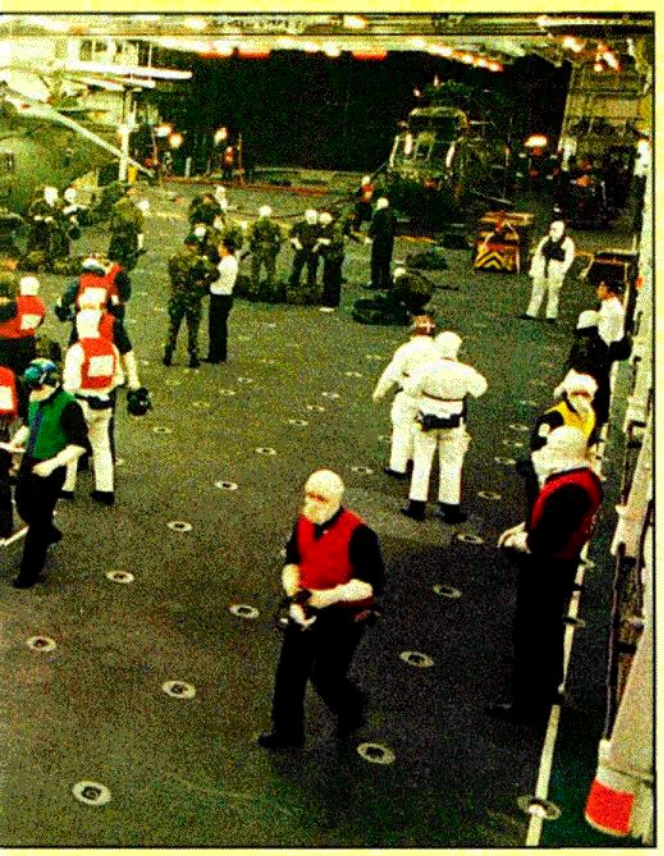
Pictures by LA (PHOT) Graham Meggitt, HMS Ocean, and LA (PHOT) Steve Lewis, 42 Cdo



● *READY FOR ACTION: HMS Ocean (right) will soon be ready to deploy anywhere in the world with just five days notice.*

● *PROUD: Ocean's CO, Capt Bob Turner (left) says the Ship's Company has done a superb job since leaving the shipyard at Barrow.*

● *EMBARKING: Royal Marines (below) on the flight deck of the new helicopter carrier.*





At Your Leisure

Concert Classics scores for fund

THANKS to *Navy News*, The Royal Marines Historical Society's CD **Concert Classics** has raised over £1,500 for the RM Band Benevolent Fund.

John Ambler, Chairman of the UK Branch of the International Military Music Society said: "We had many orders which specifically mentioned *Navy News* plus many more which we are fairly sure also came from that source.

"The recording continues to sell extremely well and has been acclaimed both for its historical significance and its technical quality. It is significant because it represents the cornerstone of the Royal Navy's contribution to the morale of British and Allied Service men and women, not to mention civilians of every age group, via the concerts that the orchestra gave during the war.

"This contribution was of course shared with the equally famous RM Plymouth under Major Ricketts. The recording therefore fills a gap in wartime recording history in that it completes the triumvirate with Major Glenn Miller's ever popular recordings with the US Army Air Force Band and Captain Robert Farnon's Canadian Band of the Allied Expeditionary Force.

"It has been acclaimed on both BBC regional and national radio programmes."

Concert Classics Vol 1 is available on CD (£12 inc pp) and tape cassette (£8 inc pp) from Eastney Collection, 60 Mayford Road, London SW12 8SN, cheques payable to Eastney Collection. It is hoped to make Vol II available in the autumn.



GLOUCESTER GETS REAL

KEEN to get their virtual reality as real as it gets, PC games giant Electronic Arts spent a day on board HMS Gloucester putting the finishing touches to their new combat simulation 'Jane's Fleet Command.

They watched the Type 42 destroyer as she conducted a training 'war' off Plymouth – and handed over a new PC and a quiver of games as a parting gift.

● *Commanding Officer Cdr Paul Cook works on a Fleet Command simulation for HMS Gloucester under the direction of Torben Frederiksen and David Wilson of Electronic Arts* and Keith Faulkner from Janes.

Arks helped prove that big is better

FOLLOWING HMS Ark Royal IV**, reviewed in last month's issue, comes a detailed history of the** Three Ark Royals 1938-1999 **(Fan Publications £23) by Neil McCart.**

Particular threads linking this famous trio are noted by Rear Admiral Terry Loughran in his foreword: the silver bell donated by survivors of the wartime Ark; the Queen Mother, sponsor of each in turn; and the history of innovative aviation development from the angled deck to the STOVL ramp of the present ship.

Of the latter he observes that she and her sisters HMS Invincible and Illustrious "faced a lengthy campaign which was eventually to meet with success in ending the Cold War."

"The removal of the stalemate balance of terror, however, left a far less stable world to which these versatile ships with their unusual air groups have proved singularly well adapted.

"They have played their part in the UN enforcement of World Order (for which the former Republic of Yugoslavia theatre has proved the most significant for the present Ark), while providing the evident capability to support the political and diplomatic efforts in the Gulf.

"(Ark Royal) will undoubtedly play her part in the transition to the new generation of bigger carriers, the value of which as platforms for Power Projection by all arms of the Services has now been recognised."



● *HMS Ark Royal in 1994, ending two tours of duty in the Adriatic. See also back page.*

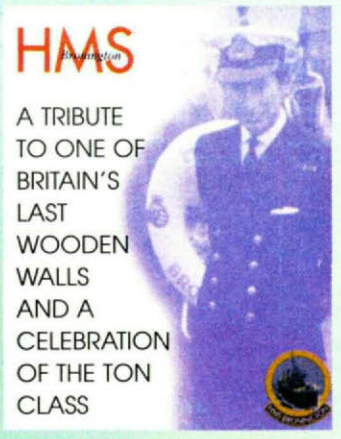
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Double take on the dark side

YOU can't un-see something, once you've seen it." That's a line from the new Nicolas Cage thriller **8MM,** as well as a thought that will have occurred to anybody who spends much time in front of a movie/TV screen.

The idea of entertainment (in the story-telling sense) as that which allows us to live second-hand through various exciting and terrible adventures has justified some pretty gruelling experiences, two examples of which have appeared recently.

At the start of the Nicolas Cage film, the widow of a Congressman discovers among his effects a reel of eight-millimetre film which appears to show a girl being ritually murdered. But does it? After all, "snuff movies" are just an urban myth, aren't they?

Cage is the private eye hired to find out who the girl was and what happened to her. His investigation leads him into the more sickening by-ways of the American pornography industry (hence the above-quoted caution) and audiences won't be surprised when his role changes from detective to vigilante.

This leads to a full quota of exciting and terrible adventures, including an extraordinary scene in which Cage, with one of the killers at his mercy, rings up the victim's mother on his mobile, so that she can egg him on to exact revenge.

The film received some blistering reviews, but it's an intriguing variation on a familiar story, and is not without moral weight in its presentation of some quite ghastly material.

After World War II a writer who had been examining the horrors of the concentration camps came up with the phrase "the banality of evil", and that is the line which the makers of **8MM** take. Its atrocities are not perpetrated by unimaginable fiends, merely by a bunch of conscience-less dimwits.

But **In Dreams,** our other morbid item this month, takes an opposite tack by associating its villain – that icon of our time, the serial killer – with the extraordinary and the supernatural.

This one's about a well-to-do housewife and mother (Annette Bening) whose dreams are infiltrated – the mechanism is never explained – by a psychopath (Robert Downey Jr).

The idea is not unfamiliar, but the treatment will disappoint fans of all those Nightmares on Elm Street. The emphasis is on atmosphere – it's *very* gloomy – and you don't have to be a Freudian to appreciate some of the symbolism.

For example, the bottom of a reservoir, where a sunken township holds the key to the villain's past, also serves as a cross-reference to memory and the sub-conscious. There are some dead bodies down there, too.

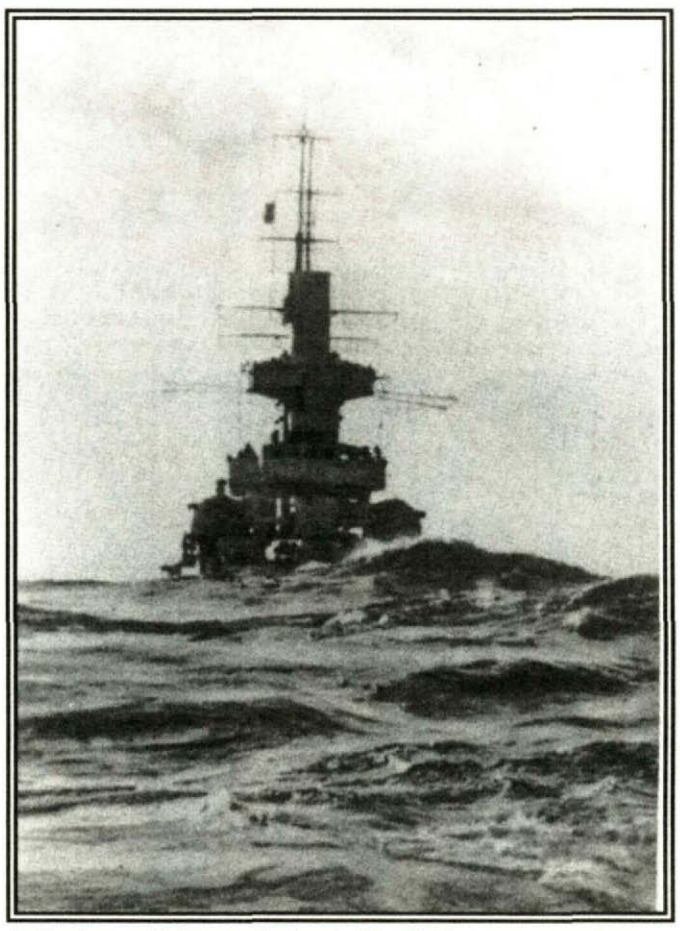
ScreenScene – by Bob Baker

At Your Leisure

HITLER'S BATTLESHIPS IN PROFILE

Misdirected – Germany's last titans

DEFINITIVE German studies on the Third Reich's most powerful warship classes are now available in translation from Greenhill Books.



● *Gneisenau hidden to the level of her bridge superstructure and tower mast behind an Atlantic crest.*

The Scharnhorst and Gneisenau had a key role in Germany's struggle to gain control of the sea at the outbreak of World War II. Each was superbly equipped and armed and designed to cause maximum disruption to Allied shipping.

Gerhard Koop and Klaus-Peter Schmolke trace their careers and development, drawing on extracts from official reports and their logs to emphasise particular actions such as the sinking of HMS Glorious, Acasta and Ardent off Norway in 1940 and the famous Channel Dash of February 1942.

Completed against the backdrop of portentous political change, their type was difficult to categorise – "fast battleship" is offered here.

The companion deals with the most formidable of the quartet, Bismarck and Tirpitz. With their highly effective armament of 15in guns, not only did they pose a very real danger to the ships of the Royal Navy, but they were also a serious threat to Britain's transatlantic trade.

The largest capital ships ever built in Germany also marked the finale of the country's capital ship building industry – which the authors show was misdirected as seen from a modern view of the basic strategic considerations.

Both enjoyed only a brief existence. While Bismarck's fate embraced triumph and tragedy, over a limited period Tirpitz could do no more than prove her value simply by her existence – which was "probably too little".

Skulking deep in the Norwegian fjords, she met her end through "a combination of aerial bombing and inadequate underwater surveying."

What first spelled Tirpitz's doom, of course, was the midget X-Craft attack in September 1943.

It was impossible in the circumstances to tow her back to Germany for repairs and so the work had to be carried on in Norway alongside the repair ship Neumark.

This continued until the Spring of 1944 . By that time, having eliminated the Scharnhorst at North Cape, the Navy was able to focus much of its attention on the Tirpitz, with the benefit of suitable aircraft, recently aquired.

Battleships of the Bismarck Class and **Battleships of the Scharnhorst Class** (both £25) carry detailed tables of design, machinery and weaponry together with a wide selection of photographs, technical drawings and battle charts.

Capital birthday bash



TO MARK the 78th birthday of their Captain General, Prince Philip, the Massed Bands of HM Royal Marines will perform the ceremony of Beating Retreat on Horse Guards Parade on the evenings of June 8-10 .

Over 250 performers will represent bands based at Portsmouth, Plymouth, Scotland, Lympstone and Dartmouth in a programme featuring traditional and modern music – including compositions written specially for the event by band members.

The Massed Bands have not performed such a large display for three years and this may be the last of its kind. With the demise of the Royal Tournament this year there will be fewer opportunities to witness such a spectacular event featuring so many of the world's finest exponents of military music.

❑ Tickets at £10 and £7 from Beating Retreat Office, RM Corps Secretariat, HMS Excellent, Whale Island, Portsmouth, PO2 8ER. Tel 01705 547203. A free dress rehearsal will be held on Southsea Common on June 4 at 6.15pm.

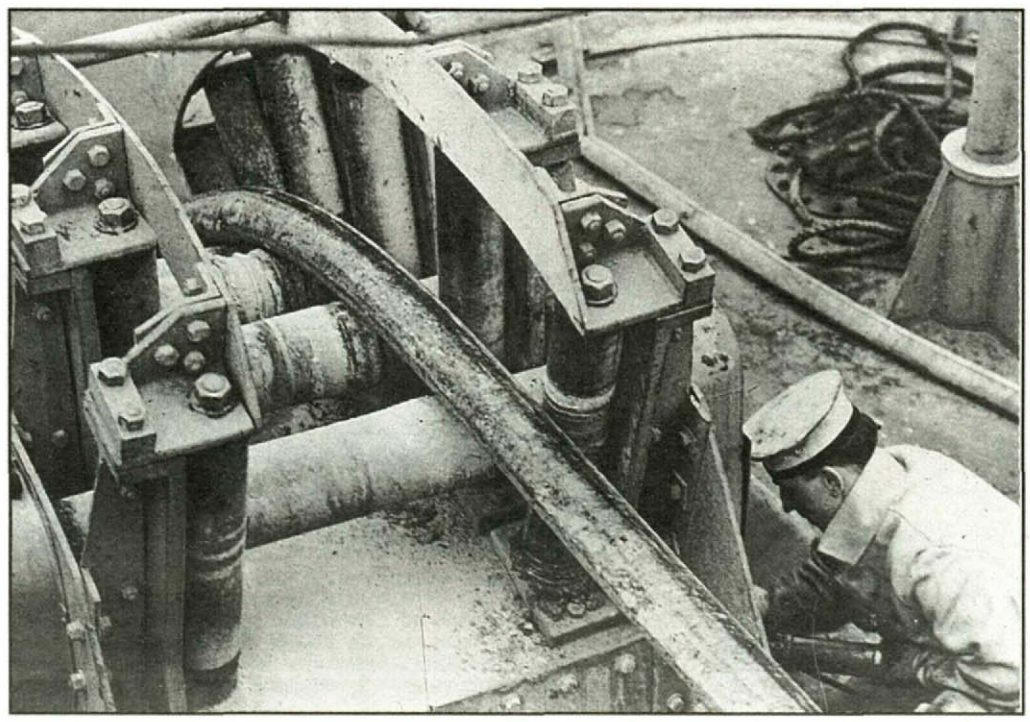
How PLUTO fuelled the invasion

CRUCIAL to the liberation of Europe was the supply of fuel to the Allied armies and in 1944/45 an incredible 172 million gallons was passed through a coreless lead sheathed electric power cable laid across the Channel from the Isle of Wight to Cherbourg and from Dungeness to Boulogne.

The skill with which the 1,350 joints were connected in a total of 250 miles of cable meant there was not a single failure in the operational life of the pipeline, laid by HMS Latimer, Sancroft, Holdfast and Algerian.

PLUTO – Pipeline Under the Ocean – **is the story of one of World War II's most secret operations, recounted by Bob Knight, Harry Smith and Barry Barnett for Bexley Council who have published it in tribute to the local companies involved, Callenders of Erith and specialist lead burners W. P. Stone.**

Send a cheque for £4.50 to 'Bexley Council' at Bexley Local Studies Centre, Hall Place, Bexley, Kent.



● *Laying the PLUTO cable in the Channel, 1944. "Operation PLUTO was a remarkable feat of British engineering, distinguished in its originality, pursued with tenacity and crowned by complete success. This creative energy helped to win the war." – Winston Churchill.*

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Tony's loss a blow to Association

THE RNA has received a sad blow with the death of Shipmate Tony Cook, who enjoyed a growing reputation as one of the Association's most gifted organisers.

Tony, National Council member for No. 3 Area, died after a long illness (he had been invalided out of the Navy in 1966 after 19 years' service).

In a tribute to him, General Secretary Capt Bob McQueen RN (retd) told *Navy News*:

"Tony was a big man in every way. He had built up a reputation from the point of view of his wisdom, his humanity and as someone who got things done."

Tony, a member of Waterlooville branch – which he helped to set up – had been a voluntary worker for the RN Benevolent Trust for almost 40 years. He also worked for the Royal British Legion, becoming president of Havant branch.

He joined the RNA in 1957 and was made a life member of Portsmouth branch in 1976.

Simon's top standard

NEW standard bearer of No. 3 Area is Shipmate Simon Sillence of Liss & District, winner of the Area standard bearer's competition held for the first time at HMS Excellent. Runner-up, and now deputy bearer, is Shipmate Ken McDonald of Aldershot branch. The open competition was won by Shipmate Joy Haskins of No. 4 Area.

Death of First War flier saved by pigeon

ONE OF the few remaining survivors of the RN Air Service in World War I – Shipmate Bill Argent – has died, aged 100. He was the oldest member of East Grinstead branch.

As a teenage observer/wireless operator in seaplanes in 1917-18, Bill (pictured as he was in those days) was awarded the Distinguished Service Medal for his part in the sinking of a U-boat during a coastal patrol.

He was featured in the pages of *Navy News* in January 1997 when he and a handful of other veterans of the Kaiser's war were on parade at the Imperial War Museum for the launch of Max Arthur's book *The True Glory* based on the individual experiences of people like Bill.

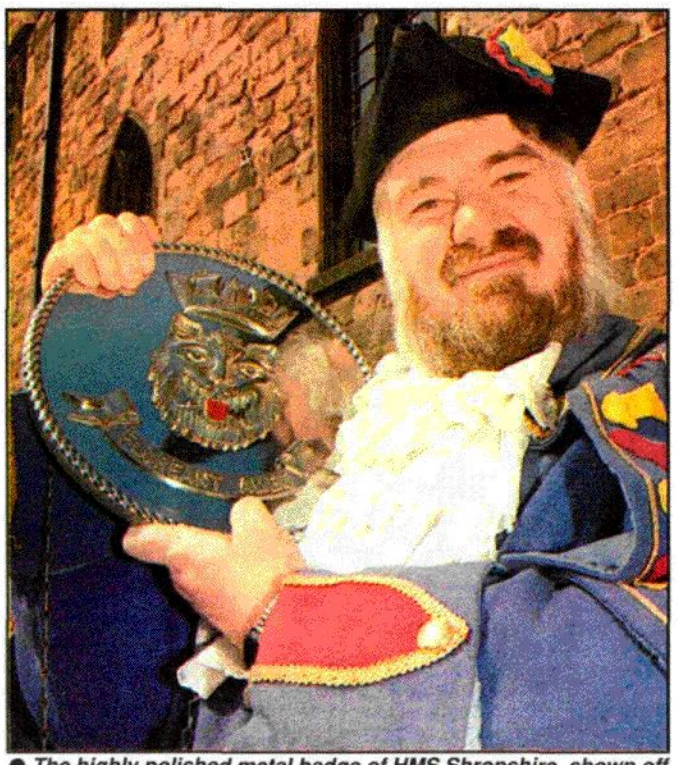
He recalled that he seldom flew missions with the same pilot – and ditched in the Channel eight times.

On one occasion his life was saved by a pigeon. His aircraft came down about 20 miles offshore, and two carrier pigeons were despatched to raise the alarm. After four hours Bill and the pilot were rescued.

He later found out how close a call it had been – one of the pigeons failed to reach base, and the other was shot as it landed.

"If it hadn't been for that pigeon, we'd have had a watery grave," he said. "That's why I've never eaten pigeon pie since."





● *The highly polished metal badge of HMS Shropshire, shown off here by Shrewsbury's Town Crier, Martin Wood.* Picture: Shropshire Star

Shropshire's crest comes home in style

AFTER 57 years in the safe-keeping of Roy Purdon (80) formerly of the Royal Australian Navy, the badge of the wartime cruiser HMS Shropshire has returned home to its adoptive county to a ceremonial welcome.

In the grounds of Shrewsbury Castle and in the presence of 60 members of the RNA from Shrewsbury, Newport (Salop) and Ludlow and District branches, Mr Purdon handed the treasured badge to the Vice Lord Lieutenant of Shropshire, Simon Kenyon-Slaney.

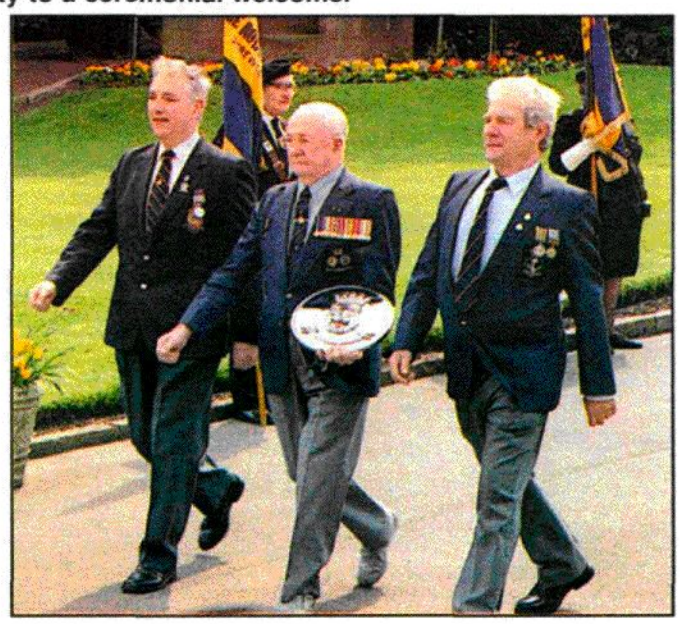
The event was witnessed by Admiral of the Fleet Sir Michael Pollock and civic dignitaries.

Roy became custodian of the crest in 1942 when he joined the Shropshire when she was loaned to the RAN. She survived the war and was broken up in the UK in the mid-1950s.

With advancing years, Roy – who lives in Melbourne – decided it was time to return the crest to Shropshire. Funds were raised by local businessman David Evans and the RNA branches to bring Roy and his wife, Dorothy, to Shrewsbury so he could hand over the crest in person and so that he and she could be treated as honoured guests.

In an event chiefly organised by Newport branch secretary, Shipmate Bill Copeland, the crest was paraded through the town, the salute being taken at the Guildhall by Admiral Pollock.

Gleaming and in mint condition, the trophy is being put on display at RNA branches before it goes to its permanent home at Shropshire Regimental Museum at the end of the year.



● *Roy Purdon carries the crest through Shrewsbury Castle grounds. He is flanked by Shrewsbury branch treasurer, John Turner (left) and Ludlow and District treasurer Vic Dovey.* Picture: Shropshire Star

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WINNER of a special edition Suzuki Vitara car – first prize in a national draw in aid of King George's Fund for Sailors – is Shipmate Herbert Allen of Chelmsford branch. He is pictured receiving the keys from Marcus Mills of Hilton Suzuki and (left) Capt Peter Mansfield, KGFS director of fund-raising.

Herbert, an ex-submariner, bought the winning ticket at the London Boat Show. He served in the Navy in 1944-56 and is a founder member of Essex branch of the Submarine Old Comrades Association. He is also an area member of the George Cross Island Association, Z-class Destroyers Association, HMS Ganges Association and the Royal British Legion.

Memorial to Dasher unveiled

A PLAQUE in memory of the 379 men who died when the escort carrier HMS Dasher sank in the Clyde on March 27, 1943, has been unveiled at the Brodick ferry terminal on the Isle of Arran.

The ceremony was performed by Mrs Francis Hook of Harare, whose brother Norman Rogerson, a flight engineer, was among the dead.

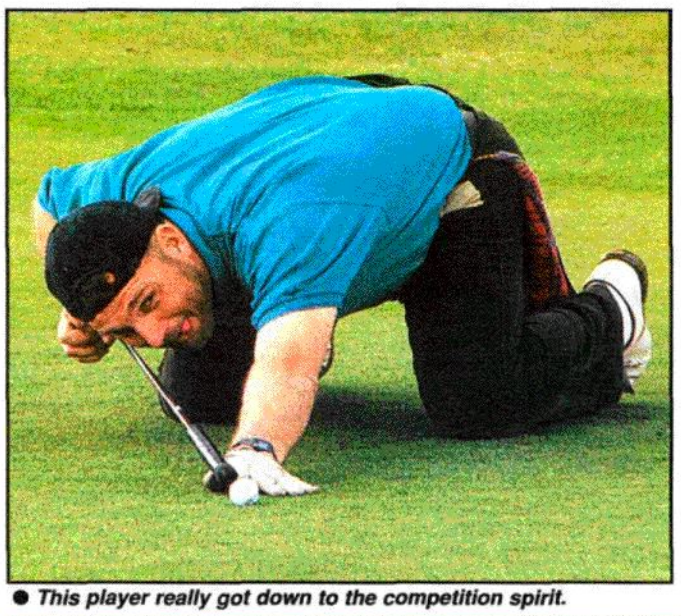
Included in the party of 50 who attended the ceremony were survivors from the Dasher, which was lost after a disastrous petrol fire broke out on board.

On the outward journey with the party on board, the ferry Caledonian Isle held a short ceremony of remembrance during which flowers were cast on the water.

US AIR FORCE TAKES TEAM TITLE AT RNA GOLF TOURNEY

BRITISH teams taking part in Rayleigh RNA Charity Golf Tournament have this year had to concede defeat to the Americans.

The US Air Force team's strong challenge at Langdon Hills Golf Club, Bulphan in Essex, won them the inter-Service and team trophies ahead of the Royal Marines Band Portsmouth and last year's winners, HMS Dryad.



● *This player really got down to the competition spirit.*

The USAF's Brian Gothier also won the Nearest the Pin event.

Naval fortunes were partly restored by Mark Elliott of HMS Belfast, who took the singles title, while Longest Drive honours went to Dave Stroud of the RAF.

Competition for the new *Navy News* Challenge Trophy – an impressive glass bowl – for members of the RNA, was won by Shipmate Bob Hill of Rayleigh branch. He was presented with the award by Vice Admiral Michael Gretton.

The tournament was played out on the testing course overlooking the Thames Estuary, with gale-force winds presenting an added challenge to the 130 golfers taking part. They represented a wide selection of assocations and organisations, including the three British Armed Services and NATO forces.

Next year the tournament is intended to be a truly national competition, possibly to be held at the Belfry (Birmingham) in the autumn.

Final winner of the event, however, is SSAFA Forces' Help which should receive about £1,000 in proceeds.

Around the Branches

Fleet Street

Shipmate Alma Kent, 82-year-old marathon running member of the branch, shows no sign of slowing down. She has recently returned from taking part in the Chicago marathon and in July sets off for a similar event in Boston USA.

Her latest trip netted £250 for the branch, which will hold its annual service and parade at St Bride's Church, Fleet Street, on October 17. Details from the secretary on 0171 209 2338.

Frome

Congratulations from the Queen were sent to the branch on its 50th anniversary. The event was celebrated with a dinner dance attended by the General Secretary, Capt Bob McQueen, and his wife.

Founder member Shipmate Arthur Sutton received a golden certificate from Capt McQueen after which the birthday cake was cut by Mrs Nadia McQueen.

Representatives of 33 branches were in Frome at the time for No. 4 Area meeting, presided over by chairman Shipmate Richard Debenham of Exeter branch. The visitors were welcomed by the Deputy Mayor, Cllr Richard Porteous, and Frome branch was congratulated by the Area president, Shipmate Jeff Jefferies.

Hereford

Shipmate Nigel Trigg chaired the branch meeting attended by 51 members. The treasurer reported healthy finances, and the social secretary outlined future attractions including bingo evenings, skittle matches and ships' visits. A talk on the Royal British Legion was given by Field Officer A. H. Hartley Woolley.

Wigston & District

A branch dance attended by 153 was well supported by Newark and Market Harborough branches of the RNA and Leicester branch of the RMA.

Driffield

The branch's new standard will be dedicated on June 25 at the Methodist Church at Middle Street North followed by a parade and reception. All are welcome – for details and notice contact the branch PRO on 01377 252339.

Atherton

Impressed by a display of cap tallies on the walls of an RNA club, members decided to brighten their walls in similar fashion. With the help of HM ships and branch members, cap tallies, ships' badges and many photographs are now displayed at Atherton in two glass units, with enough to fill two more.

Lydd & Dungeness

Members visited HMS Illustrious in maintenance at Portsmouth. They saw many of the changes made and for their welcome thanked the Commanding Officer, Capt Mark Stanhope, and the ship's company.

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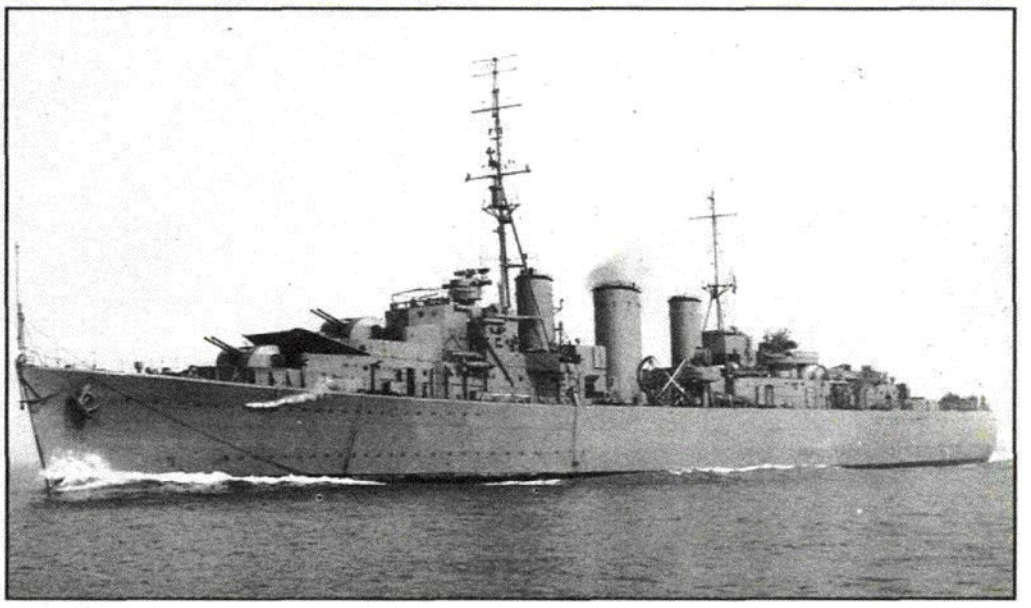
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PICTURE PUZZLE



OUR APRIL puzzle was won by Mr F. W. Cooper of Northfield, Birmingham.

His reply correctly identified the ship originally built as the cruiser HMS Hermione (hence the link with one of the Leander class of warships built in the 1960s and 1970s), and renamed Warspite (linking her with the First and Second World War battleship of the same name).

Our photograph was taken while she served as a training ship under the name Warspite until 1940.

Mr Cooper wins £30. A further £30 is offered to anyone who can name this ship, her role, and say why her fate was somewhat ironic.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is July 15. More than one entry can be submitted, but photocopies cannot be accepted.

Do not include anything else in your envelope: no correspondence can be entered into and no entry returned. The winner will be announced in our August edition.

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Reunions

30 Assault Unit Royal Marine Commando and Naval Ratings: A special unit of men, formed and led by Cdr Ian Fleming (of James Bond fame). There are two reunions a year, in London and Littlehampton, Sussex, their base in the war. Currently 75 active members, but seeking others. Contact Charles Smee, 469 Reddings Lane, Birmingham B11 3DF, tel 0121 628 0769.

June

HMS Newcastle 1947-49: Reunion June 12 at the Royal Fleet Club, Devonport, with a Service at the Church of St Nicholas, HMS Drake on the 13th. Details from Les Smith, 26 St Oswalds Park, Dunham-on-Trent, Notts NG22 0UB, tel 01777 228688.

WOSAs Stores Branch Warrant Officers Symposium and Dinner at HMS Raleigh on June 17. Serving and ex-serving WOSAs/-FCSAs including TASLs invited. Contact WOSA McDonald, Stores Accountant Training Officer on Raleigh 41514, or 01752 811514.

September

HMS Caprice Association: Reunions - Sept 99, Scarborough (with 8th Destroyer), March 2000, Torquay with Cassandra and Andrew, then Sept 2000, Scarborough with the 8th. Details Alan Knapton 01403 753125.

HMS Pepys and the PONAM Associations set to meet shipmates at the British Pacific and East Indies Fleet Reunion on September 3-6 at Sinah Warren, Hayling Island. Contact John Darling, 6 Horsley Close, Epsom, Surrey KT19 8HB, tel/fax 01372 812023.

Arethusa Old Boys Association (AOBA) hold AGM and reunion on September 4 at Lower Upnor, Kent. Details from Dave Whitlam 01635 578362 or John Bruce 01460 68009.

HMS Superb (Cruiser) Association: Lower deck reunion dinner September 11 at the King Charles Hotel, Gillingham, Kent. Details from Fred Kinsey 01223 871505 or Fred Cockbill 01702 216067.

HMS Rotherham - Capt D 11th D.F. reunion at the Elton Hotel, Bramley, Rotherham on Sept 11-13. Details from Bob Sandford, 61 Tamarisk, Pandora Meadows, Kings Lynn PE30 3DZ, tel 01553 674724.

BRNC Dartmouth 1974/75: Reunion mess dinner at BRNC Dartmouth on September 11. To apply contact Cdr E McNair RN, Room 1247, MOD Main Building, Whitehall, London SW1A 2HB, tel 0171 218 2339 or e-mail: *e_mcnair@hotmail.com*

Ex-US Coastguard Cutters 1941-46: The Cutters Association reunion is again at the Bull Hotel, Westgate, Peterborough, September 15. Contact Jim Byrne 0113 273 7243 or Sid Simkin 01953 602656.

RN Boom Defence Ratings: Next 'Boomers' convention in Scarborough on September 17-19. Contact Alfie on 01302 811898 or Lance on 01723 369798.

HMS Gambia Association reunion and AGM at the RNA Club, Leamington Spa, from September 17-19. All former crew members welcome. Details from Les Newman, 3 Coppice Rd, Whitnash, Leamington Spa CV31 2JE, tel 01926 831599.

HMS Wildfire (RNR) 1964-94: reunion to be held September 18. Details from Lesley Weston on 01634 315109.

SD Course at BRNC: The 20th anniversary of this course will take place in Portsmouth on September 18. Details from Lt Cdr Peter Lewis MBE RN, c/o HMS Bristol.

The Fisgard Association of 'old boys' welcomes non-members to a reunion lunch in Portsmouth on September 24. Contact Des Goodwin on 01705 472384.

HMS Volage 1944/45 reunion for three nights from September 24 at Warner's Couton Classic Resort, Lowestoft. Contact "Lofty' John Mills on 01243 542158.

ASWI's Association (formerly TASI's): AGM and dinner dance on Sept 24 in HMS Dryad. Details and forms from P. Hitchcock, Oliver Block, HMS Dryad, Southwick, Hants PO17 6EJ, tel 01705 284223.

Ipswich Sea Cadets, TS Orwell reunion of cadets, staff and committee members on Sept 24 at Royal Harwich Yacht Club, Ipswich. Admission by ticket only. Contact John Porter, 17, The Wheelwrights, Trimley St Mary, Felixstowe, IP11 0YR, tel/fax 01394 211157, e-mail *porter@tesco.net*

HMS Duke of York Association reunion at Nottingham on September 24 - 25. Venue corrected. Contact Secretary, R Draper, 'Rose Cottage', 103 Orchard Park, Elton, Chester CH2 4NQ, tel 01928 725175.

Fast Minelayers Association: Memorial Service, reunion dinner and AGM at the King Charles Hotel, Chatham, on Sept 25, early-bird gathering on 24th, Church on 26th. Details from John Lavis, 209 Percival Rd, Eastbourne BN22 9LG, tel 01323 502773.

River Class Association reunion Sept 25 at the RNA Club, 'Riverside', Adelaide Rd, Leamington Spa. Contact Peter Horrell, 16 Venn Court, Brixton, Plymouth PL8 2AX, tel 01752 881136.

October

HMS Theseus, Korea 1950/51: Reunion in October - over 100 ex-crew in contact - last date for tickets is July. Contact Les Turnham, 41 Maryland Way, Sunbury-on-Thames, Middlesex TW16 6HN.

HMS Sheffield Association (cruiser, destroyer, frigate): Reunion in Blackpool, October 2 at Norbreck Castle. Details from Ken Burkinshaw on 01226 743496.

HMS Ocean Association reunion at the Risboro Hotel, Llandudno on Oct 8-9. Details from D. Lord MBE, 74, Montague Close, Walton-on-Thames, Surrey KT12 2NG, tel 01932 241116.

HMS Antrim Association will hold their next reunion at the Trecarn Hotel, Torquay Oct 8-10. Contact Terry Bullingham on 0121 429 2428 or Dave Osborne on 01329 667571.

HMS Saumarez reunion at the Home Club, Portsmouth, on October 9. Contact M. Salter, 93 Tellcroft Close, Corsham, Wiltshire SN13 9JQ, tel 01249 712525.

848 Malaya Association seeks further members of the 1952-56 formation of 848 NAS for the All Ranks reunion in Bromsgrove on October 9. Contact Les Smith, Oakdale, Ashford Carbonell, Ludlow SY8 4BX, tel 01584 831397.

Old Norfolks Association reunion in Plymouth on October 9. Details from Eric Jewell on 01752 341614.

HMS Bruce Register: Reunion in Scarborough from October 10-12. All members and partners are invited. Details from the Secretary on 0121 532 4058.

HMS Daring 1952-54 reunion at Holme Lacy House Hotel, Hereford, on Oct 15-18. Contact Owen Simpson, 20, Green Close, Uley, Glos GL11 5TH, tel 01453 860564.

HMS Bigbury Bay 1945-59 reunion at the Midland Hotel, Bournemouth, on October 15-18. Contact Roy Ashton, 5 Priest Ave, Canterbury CT2 8PJ, tel 01227 456296.

RNZN Communicators Association reunion in Auckland, October 22-24. Details on *http://www.aumarire.co.nz/navy* or contact Jim Blackburn, 16 Seaview Rd, Glenfield, Auckland, New Zealand, tel 64 9 4444091 or *jimblackburn@xtra.co.nz*

HMS Ark Royal and Guzz big ships, all ranks and all commissions, social and reunion will take place at the Warrant Officers and Senior Rates Mess, HMS Drake on October 30 at 7.30pm. Details from Michael Bennett, 6 Launceston Close, Southway, Plymouth PL6 6DD, tel 01752 778432.

HMS Diamond reunion on Oct 30. Details from R. Shipley, 14 Bourne Court, High St, Rochester ME1 1LT, tel 01634 830984.

November

HMS Eaglet Old and Bold Affiliation reunion on November 20 on board the new Eaglet. Details from Paul Hedgecock, 14 Park St, Bootle, Merseyside L20 3DG, tel 0151 286 5966.

March 2000

Undine - Urchin Association reunion in company of Ulster, Ursa, Ulysses, Great Yarmouth. Details Stan De'ath, 28 Main St, Sewstern, Grantham NG33 5RF, tel 01476 860833.

April 2000

Fourth Escort Group reunion in April 2000 in Leicester. Looking for shipmates from HMS Bentinck, Bazely, Blackwood, Byard, Drury, Burges, Calder & Pasley. For details phone: Harry Fine 0181 455 9400

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L/Tel Don Sabin: Daughter of Don (ex HMS Eagle 1939-41) would be grateful for info to fill gaps in her father's service, including North Africa, Med, Alexandria, Special Signals mobile units, Signals shore bases, HMS Mercury training courses 1942-43. Contact Mrs Dianna Leadbeater, Four Chimneys, Grange Rd, Netley Abbey, Southampton SO31 5FE, tel 01703 453208.

HMS Buchan Ness, commissioned Vancouver 1945 as a landing craft repair ship. Jack McFarlane wants to hear from ex-shipmates; what happened to steward Charlie Berry at Gibraltar on the way home? Contact Jack at 16, The Green, Bathgate, West Lothian EH48 4DB, tel 01506 653274.

HMS St Briac: sunk by mine off Aberdeen 1942. John M. Bowdler wants info and photos of the ship and captain, Rupert Egerton Lubbock, who died 14 months later; was it through his injuries? Contact John at 272, Valley Road, Lillington, Leamington Spa CV32 7UE, tel 01926 339469.

HM ships Skye, Hogue and Wizard: W.D. Smith seeks pictures of HMS Skye (Isle class trawler/minesweeper 1956), HMS Hogue (Battle-class destroyer 1959-60) and HMS Wizard (frigate 1962); photos will be returned. Contact Mr Smith at 28, Croslands Park, Barrow LA13 9NH, tel 01229 835990.

Malayan Rail Draft: A week after the Repulse and Prince of Wales were sunk, a party of 12 ratings and two SP Officers were sent to Kuala Lumpar to assist the Army in working the trains. Would any of that party contact J. Pownall, 48, Hinton Crescent, Appleton, Warrington WA4 3DF.

HMS Seychelles, K592: Mr Carter wants to know where this ship was in the latter half of April 1945. Contact 198, Beaumont Drive, Northfleet, Kent DA11 9NZ, tel 01474 359841.

Alan J Richmond: Ian Hume is trying to trace his friend, who joined the RN as a boy in 1948 at HMS Ganges. In the early 50s he joined HMS Vanguard, and in the late 50s he was in HMS Trincomalee. Contact Ian at 73, Clendon Esplanade, Rawene, Hokianga, New Zealand.

HMS Loch Fada: On loan to BAC for Seawolf missile trials, MOD range Luce Bay 1968-70. Looking for standby crew for info and anecdotes. Contact Bob Harris, 12, Alandale Rd, Sholing, Southampton SO19 1DG, tel 01703 391848.

Peter Lindsay, originally from Dundee, born April 13, 1937. Married to Margaret, daughter Pamela born 1960. Sister Ruby dearly wishes to contact you. Tel 01382 871570.

HMS Boxer (LST): Anyone who came back to UK leaving Malta, June 4, 1944. Info sought by Ron Backhouse, 19, Clover *Crescent, Calverley, W. Yorks LS28 5SZ.*

RN Gosport: Researchers compiling info for book on past and present RN bases in Gosport seek readers' help for factual items and personal stories and anecdotes (with photos if possible). Contact John Parfoot, RAF Gosport & HMS Siskin Association, 97, Green Crescent, Gosport PO13 0DW.

Lost at Garden of Remembrance, November 5, 1998: HMS Ark Royal cap tally. Would anyone who found it please notify Reg Frampton, tel 0181 397 2888.

RN Barracks, Chatham: Ian Graves is researching the history of the barracks at HMS Pembroke and needs reminiscences, photos or info up to the closure of Nore Command in 1961. On completion all documents will be lodged with Chatham Dockyard Historical Society for use by historians, or returned to owners if preferred. Contact Ian at 36, Audley Avenue, Gillingham ME7 3AY.

Lt Cdr Eric Watson RNR: Hilary Jones seeks info on her late father, killed in action in 1940, or HMS Vandyck, which was sunk on June 10, 1940 off the coast of Narvik. Contact Mrs Jones at 165, High St, Northchurch, Berkhamsted HP4 3QT.

HMS Hart 1945-46 off Gibraltar or Malta: Whilst on a rowing exercise, a lad who could not swim fell overboard. Stoker 1st Class George Bealson Elliott dived in against orders to save the man. Upon surfacing the boat had disappeared but returned later to pick them up. An official told George that he had been nominated for a medal, likewise at an interview at Newcastle employment office. George has never received this medal. If you can remember this incident, contact A. Hemans, 'Marantha', 1, Nettles Terrace, Guildford, Surrey GU1 4PA.

HMS Fortune 1939: Would PO George Dale, LS William Neal and AB Samuel Stimson contact Mrs Kay Mack regarding the U27. Telephone 01737 552676 or write to 12, The Netherlands, Coulsdon, Surrey.

HMS Jaguar (1939-42): John Sherrard seeks info for a short history of the ship. If you served in her or have photos or documents (for copying and return) or other info, write to 49, Beech Rd, Purley-on-Thames, Reading RG8 8DR Tel: 0118 984 4421.

PO(TEL) AW (Chats) Harris: His son is collating the family history and has his father's service history, but with a large gap from Oct 1941, when he left HMS Titania to Mar 1948. He joined submarine squadron in Malta (HMS Medway) Nov 1, 1941. Any info, please contact J.B. Harris, 100, Weston Park Rd, Peverell, Plymouth PL3 4NP.

Malta drowning: L. Morgan needs info on a cousin (Lesley, surname unknown) who drowned trying to save a child in Malta around 1946. Mother's maiden name was Morgan. Lived at Bargoed, Glamorgan (?). He was a one-stripe Artificer in 1939, served in Jamaica, Alexandria and California and became a two-stripe Artificer about 1945. Contact L. Morgan, 23 Meadowfield, Springwell Village, Gateshead NE9 7QL.

Crash Evans: Can anyone tell OM(AW)1 D. Evans where this nickname comes from? Write to HMS Dumbarton Castle, BFPO 274.

Hong Kong 1950-60: Did you serve afloat in Hong Kong at that time? Bill Thompson needs the name of all RN ships, dates if known, any incidents, accidents etc, and names of COs. Do not send photos or memorabilia. Write to Bill at 4, Voltigeur Drive, Hart Village, Hartlepool TS27 3BS.

HMS Matabele: Alan Race wants to speak to survivors O/S Ernest Higgins and O/S William Burras, and anyone who served in her, or other Tribals, prior to her loss. He is collating a history of the event in memory of his uncle, John Lockey, who died that night aged 18. Contact Alan Race, 6, Wickham Way, Shepton Mallet BA4 5YG, tel 01749 344762, e-mail: *alan@arace.freeserve.co.uk*

HMS Terpsichore: Can anyone give Alan Tweddle any info regarding the ship or his brother, Harold Dennis Tweddle, born Leeds December 1925, who served in her from 1943-45. Contact Alan at 114, Oakfield Rd, Falmouth TR11 2HW, tel 01326 318638.

Photos and models: Wanted by 13-year- old: military aircraft photos and plastic models of USS Lexington, HMS Illustrious (1940s). US assault ship, US modern ship, Vanguard or Hood, U-boat and oil tanker. Suggestions on locating them appreciated. Ian Campbell, 80, Lindsay Avenue, York.

HMS Graham: Do you have or know where Mrs Melvin can get a copy of a picture of her husband (CPO Paul Melvin) receiving his long service medal in Glasgow, October, 1988. Contact Mrs T. Melvin, 1, Colton Terrace, William St, Dunfermline KY12 8DU.

Lt G M Walker RNVR: Info sought about this FAA pilot who bailed out at Drem in 1943, and his present whereabouts if applicable. Contact the Membership Secretary, FAAOA, 4, St James Square, London SW1Y 4JU.

HMS Rotherham: Any ex-crew members and wives welcome to a weekend reunion in September. Details from Bob Sandford, 61 Tamarisk, Pandora Meadows, Kings Lynn, Norfolk PE30 3DZ, tel 01553 674724.

HMS Exeter: Survivors picked up off Java by HMS Maidstone, please contact S. Tiffin, 2 Falconry Court, 7 Fairfield South, Kingston on Thames KT1 2UR, tel 0181 549 0326.

HMS Albatross: George Chadwick wants to hear from readers with recollections of and info relating to the ship. Contact George at 4, St David's Rd, Hazel Grove, Stockport SK7 5HS, tel 0161 483 1215.

W E Armstrong: Info sought of W. Armstrong ERA, last address 46B Hut, HMS Eland, c/o GPO London, January 8, 1946. Contact Beth Turner, 7, Birkett Drive, Sharples, Bolton BL1 5DE, tel 01204 52991.

HMS Laurentic: CPO Charles Albert Taylor was killed aboard this ship Jan 25, 1917. Can anyone give info regarding him and/or his ship? Contact Mary Butler (daughter), 86, Roseway, Wellington, Telford TF1 1HS.

Calling Old Shipmates

Richard Bennett, ex-CPO, left RN 1967 (?). Last address Southampton. Best man to Eric Chapman, losing touch when he moved to Canada, 1970. Contact him at RR 1 Eureka C-41, Halfmoon Bay, BC, V0N 1Y0 Canada.

283 HO (D) Squad RM April 1943 Portsmouth, or 561 LCA (RM) Flotilla VIS Dalmatia April 1944: Anyone served in either of these is invited to contact R.W. Miller, 3, Braishfield Rd, Bicester OX6 7HF.

HMS Sparrow: Were you on the South Africa, Korea run with HMS Sparrow? Contact G. Middleton on 01562 700689.

HMS Superb 1956-57 East Indies and Persian Gulf: Ex-AB L. Stevenson (Quarterdeck Mess, 2nd Starboard) wants to contact any who served at that time with a view to obtaining a crossing the line certificate and renewing acquaintances, especially Cdr Wilson (then S/Lt). Write to 12, Dobson St, Leeds LS11 5PB, tel 0113 270 2475.

Seaman Specialist Comrades Association: All members of the branch, serving or retired, can join. The aim is to maintain a link between serving and retired members. Contact SSCA Secretary, 21 Merrivale Rd, Hilsea, Portsmouth PO2 0TJ.

HMS Victorious, August 1959, berthed in Portsmouth, it was reported in the *Daily Sketch* that a record number of crew would be getting married, showing photo of them on the flight deck. Forty years on, how about a reunion for those celebrating their anniversary? Contact ex-LSTD Griffin, 26, Elm Grove, Leyland PR5 2PH, tel 01772 432419.

Donald E Willmott, discharged from RN in 1946; formerly Sea Scout and student at Kingston Day Commercial School 1938-40. If you have any info re his RN service or subsequent employment or addresses, contact John (Wilbur) Wright on 01242 602093.

HMS Forth, Malta, 1953: Ex AB Derek Weston (Aggie) would like to contact old shipmate AB Jim (Blood) Reed (Reid). Any info appreciated. Write to Derek at 35, Old Renwick Rd, Blenheim, New Zealand.

Sam Curnow, ex CPO Wireless, HMS Repulse survivor, wants to hear from other survivors from Repulse or HMS Prince of Wales. Write to 10, Rushmere Heath, Eaglescliffe, Stockton-on-Tees TS16 9NA, tel 01642 888465.

HMS Vernon Pay Office 1949-54: Any ex member RN/WRNS wishing to meet old friends at the RN Writers Association Dinner at Portsmouth in October, contact Christine Inskip on 01580 764227.

Submarine - Sonar, TASI's etc, fancy an informal weekend to renew acquaintances? Contact Jan Harvey, Fred Hockenhull, Roger Pescod, Jumper Collins - if interested, call Rick Rothwell on 01928 713720 after 6pm.

Yeoman of Signals John Murphy: Attended HMS Ganges 1930-32, served in HM ships Furious, Hermes, Montrose, Warwick, Royal Oak, Khartoum, Warspite and Kingston (1932-42). Especially seeking info on the 14th Destroyer Flotilla Nov 1939 to April 1942, particularly Khartoum and Kingston. Contact Thomas Rhine, 3206 Garnet Place, Wilmington, DE 19810-2253, USA or e-mail *trhin@wilmcoll.edu*

HMS Protector, Ice Patrol Ship: Any old 'Down the Icers' from the 50s and 60s interested in forming a club. Aims and objectives are to reunite, meet, help each other and have more fun. If any organisation exists contact Harry Pinkerton, 19, St Beuno's Rd, Llandudno LL30 2JL, tel/fax: 01492 874685 or email *harry@pinkertone.freeserve.co.uk*

FAA Artificers Jan 1949 entry: Seeking news of Gordon (Dixie) Dale, James (Gobby) Gibson, Johnny Lee, Brian Sinclair and Brian Songer for a millennium reunion. Contact Alan Hyde, 85 Morningtons, Harlow, Essex CM19 4QJ, tel 01279 415876.

HMS Ganges, Collingwood Division, 391 Class 1961-62: Dave Brighton seeks Sid Foster (Portsmouth), Tomo Thompson (London) and Sandy Sandiland. Contact Dave on 01420 563944, or at Datchets, 180, Medstead Rd, Beech, Hants GU34 4UA

RN W/T Kranji, Singapore 1956-58: L/Tel Jim Ryder please contact Raymond Whitman, 19, Cavendish Drive, Lawford, Manningtree, Essex CO11 2EY.

Flt Sgt Leo James (Grif) Griffin seeks shipmates who recall him when he served with 810 NAS in HM ships Ark Royal, Furious and Courageous (1939-45). Contact James Discombe, c/o Dunkirk Memorial House, Royal British Legion, Minehead Rd, Bishops Lydeard, Taunton TA4 3BT, tel 01823 432407.

Submarine Medical Branch: It is hoped to organise a reunion for all members, serving and retired, later in the year. If you are interested, contact Bill Nimmo-Scott on 01672 810571 or CCMT Keith Hall on 01436 674321 ext. 3385 (Faslane).

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Drafty

We're making progress on career issues

LAST September's *Navy News* featured an interview with the Second Sea Lord, in which he spoke about his aspirations to improve Ratings' terms and conditions of service to enhance individual career management.

A great deal of the development work for these, and other associated initiatives, has been put in by staff of the Naval Drafting Directorate and this article summarises Drafty's view of what has been achieved already, and what is still to be done.

With the publication of the Bett Report and the findings of the Rating Corps Study Group, a number of 'big issues' have already hit the streets.

The introduction of the new Ratings' and Other Ranks' Reporting System (RORRS) was announced in DCI 135/98 and really gets going during 1999, as will the replacement of advancement rosters in favour of selective promotion.

DCI 203/98 announced new and generally more favourable arrangements for promotion to the Officer corps and the first selections have taken place for five year extensions of service under the 2OE(5) scheme.

Other steps in the right direction, but of lesser impact, have been the introduction of Promotion Prospect Assessments for those qualified for selection to Warrant Officer (RNTM 61/99), advertisements in *Navy News* and *Globe and Laurel* for some job vacancies and the start of a trial of Continuity Drafting, linked to the opening of a Local Drafting Office in Devonport (RNTM 71/99).

A formal comparison (or "benchmarking") of RN Ratings' drafting and RAF Airmen's posting procedures took place in 1998 and 17 ideas were generated which are being developed for RN use.

Most importantly perhaps, is that a full review of the layout and content of Draft Orders is to be conducted during the second half of 1999.

A detailed study of the 18 month notice giving period has been undertaken and a formal announcement of the outcome is expected at time of going to print.

Finally, in order to give career management initiatives an appropriate focus, the post of Ratings' Career Management Officer (RCMO) has been created on Drafty's staff.

For the future, a major study is underway to identify how best to harness modern information technology to improve career management. We are looking at the use of internet technology (perhaps via NavyNet) to enable job vacancies to be promulgated, to permit the electronic transmission of some forms such as Drafting Preference Forms and Draft Orders and perhaps to remove some of the 'mechanical' aspects of drafting to allow drafters more time to talk to those on their plots.

We are NOT trying to invent a computer that does the drafting for us – but there are many straightforward processes that have to be considered before making a draft which could easily be made more efficient.

Several enhancements are planned for Drafty's staff, but these depend upon the provision of additional resources and, at present, the outcome of a bid for these remains unknown.

The intention is to increase the staff in all drafting sections so that all Senior Rates can have "open door" access to their drafters - an idea borrowed from the RAF after last year's benchmarking exercise.

Additional staff have also been sought for better management of personnel unavailable for normal drafting as the result of medical or welfare downgrading, to extend Promotion Prospect Assessments to those qualified for selection to CPO and to provide a central point of control for general requests, such as branch transfers, withdrawal of notice and early release at less than 18 months. These additional people will all help Drafty to make better use of the available time and resources.

In the longer term, we are looking at making the new Ratings' report forms, particularly Record 1, the Job Description (Form S3300a) and Record 2, the Training and Development Record (Form S3300b) available to drafters.

This will enable them to select round pegs for round holes by matching skills and competences held by individuals against those required for the post rather more efficiently than the crude check of ADQUALs that currently takes place. There *is* a lot going on at the moment, but the final aim is to improve things, not just to change them.

We are determined to ensure that the overall level of service that Drafty provides to the Rating corps, and the advice offered to the Chain of Command and the Divisional System, can be measurably enhanced by these initiatives.



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Candidates should be fully skilled and experienced in Carpentry and Joinery and have City and Guilds 585 Advanced Craft Certificate or equivalent. A thorough knowledge of pattern development procedures is also required.

APPLICATIONS

Should be sent to: ACSM, 1-2 Barrier Rd, Chatham, Kent, Me4 4SG. Tel 01634 817838 (Answerphone):

CLOSING DATE: 2nd JULY 1999

For more information on any of the above positions or the Royal School of Military Engineering in general, telephone Mr John Parry on 01634 822820

All applicants will be given a chance to visit the School prior to any formal selection process. This will enable them to view the School's facilities and speak with instructors about the responsibilities of each post.

The MoD is an Equal Opportunities employer and welcomes applications from suitably qualified individuals, irrespective of racial origin, gender or disability.

There is an ongoing recruitment drive as part of the Strategic Defence Review, and further jobs will be available until December 1999. Details from ACSM Chatham, as above.

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The GANG PLANK Club

CHAT PAD

THANKS FOR all your letters. The postman really enjoys coming on board with them. Hope Shaun Nobes enjoyed himself, he was off to the zoo. A big whoops to Louise Worsley. She wrote Captain Plank a lovely poem then he got her name wrong. Sorry Louise! Wow, Luke has been *really* busy working on a little book – it's great – keep writing! Rachel is doing well in the Sea Cadets and she's learning to play the drum. Keep booming Rachel. Let's hope Dana Hill's Nana Fish is much better, we all say get well soon. Perry Lennon has learned to speak to the animals. He went off to see Dr Doolittle after winning one of our cool competitions. Joseph Revill tells us he's planted his sunflower seeds. I wonder if he'll win a prize for the best and biggest. Finally, thanks for all your jokes. Keep writing and making us laugh!

IT'S good to be back on the sea again, with the wind in me sails and the waves under me keel. Have any of you old landlubbers ever been to sea? Why don't you write a ship's log of the times you have been on the water?

I hear tell you lot have got to be pretty nice to your Dads on June 26, me crew tell me that it's a special day for fathers so make sure you send 'em a special card or two.

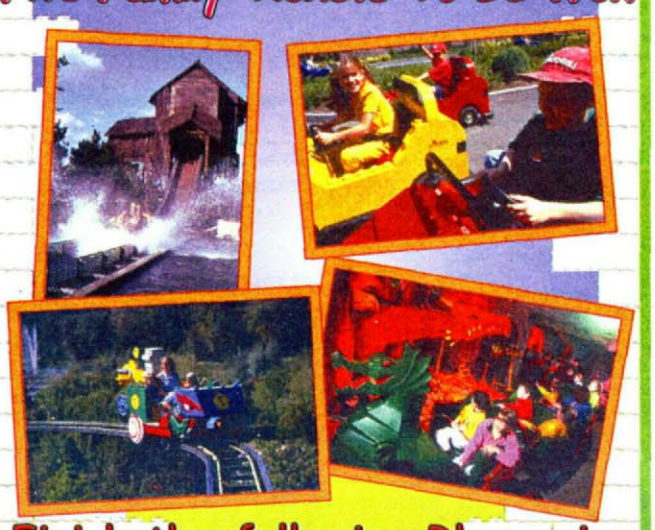
Technocat has asked me to send a message to you. He says why haven't ye landlubbers sent him more clever pet photos? He wants some to decorate his new cabin.



GANGPLANK MEMBERS Win A Great Day Out To

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Finish the following Rhyme in your own words and you could win this cool day out!

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A great day out for everyone
You can run and play and let off steam

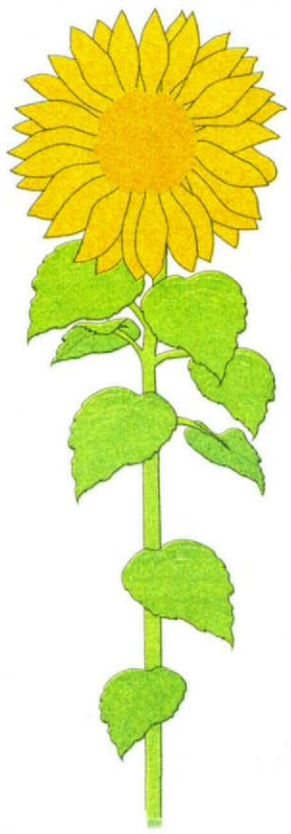
.....

Now complete this Rhyme in your own words.

Send your completed Rhyme on a postcard with you name, age, members no. and address to: 'The GANG PLANK Club' Navy News, HMS Nelson, Queen Street, Portsmouth PO1 3HH

The Judges decision is final. Employees and relatives of Navy News are ineligible.

Closing date for entries 30th June 1999



Sunflowers will reach for the sky

DON'T FORGET our great sunflower competition. Plant a sunflower and watch it reach for the sky! Here are a few growing tips.

The best places to buy your sunflower seeds are from a garden centre or from a pet shop.

Plant them in medium-sized pots, 30cm apart, *between now* and July.

Put them on a sunny window ledge, keep the soil moist, but not soggy. You will need to be patient, it could take a couple of weeks for the seeds to sprout.

Once the seedlings have grown about four leaves you can plant them out in the garden. As they grow taller you may have to support the stems with straight sticks and string, but don't tie them too tightly.

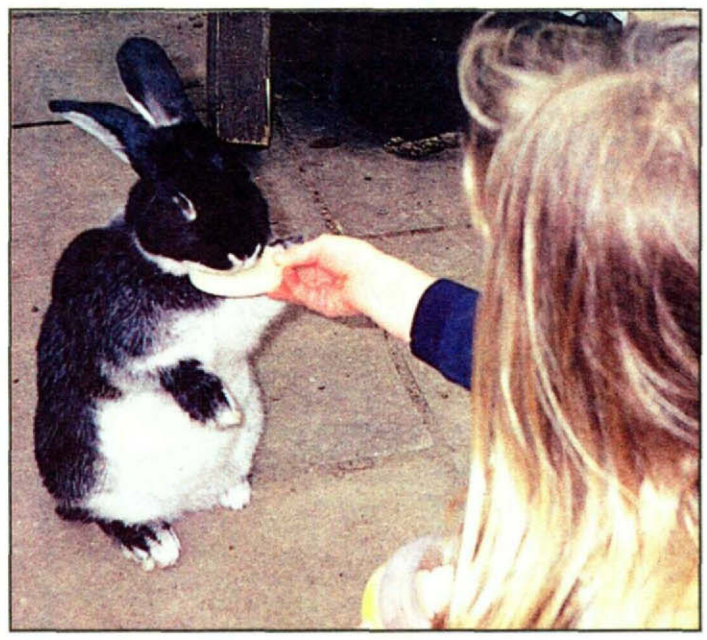
Remember to keep them watered, and last but not least, send us a photo of your sunflower when it has grown. We have prizes for the biggest and best!

PETS WIN PRIZES

WHAT a star Chloe Martin's rabbit is! His name is Benny and he likes to play in her garden all day and will only go into his hutch at night.

In the morning he waits at the door of his hutch for his favourite breakfast which is digestive biscuits!

Chloe wins a prize for her rabbit story, so don't forget to keep your stories and photographs coming in – they could be a winner too!



Happy June Birthdays!

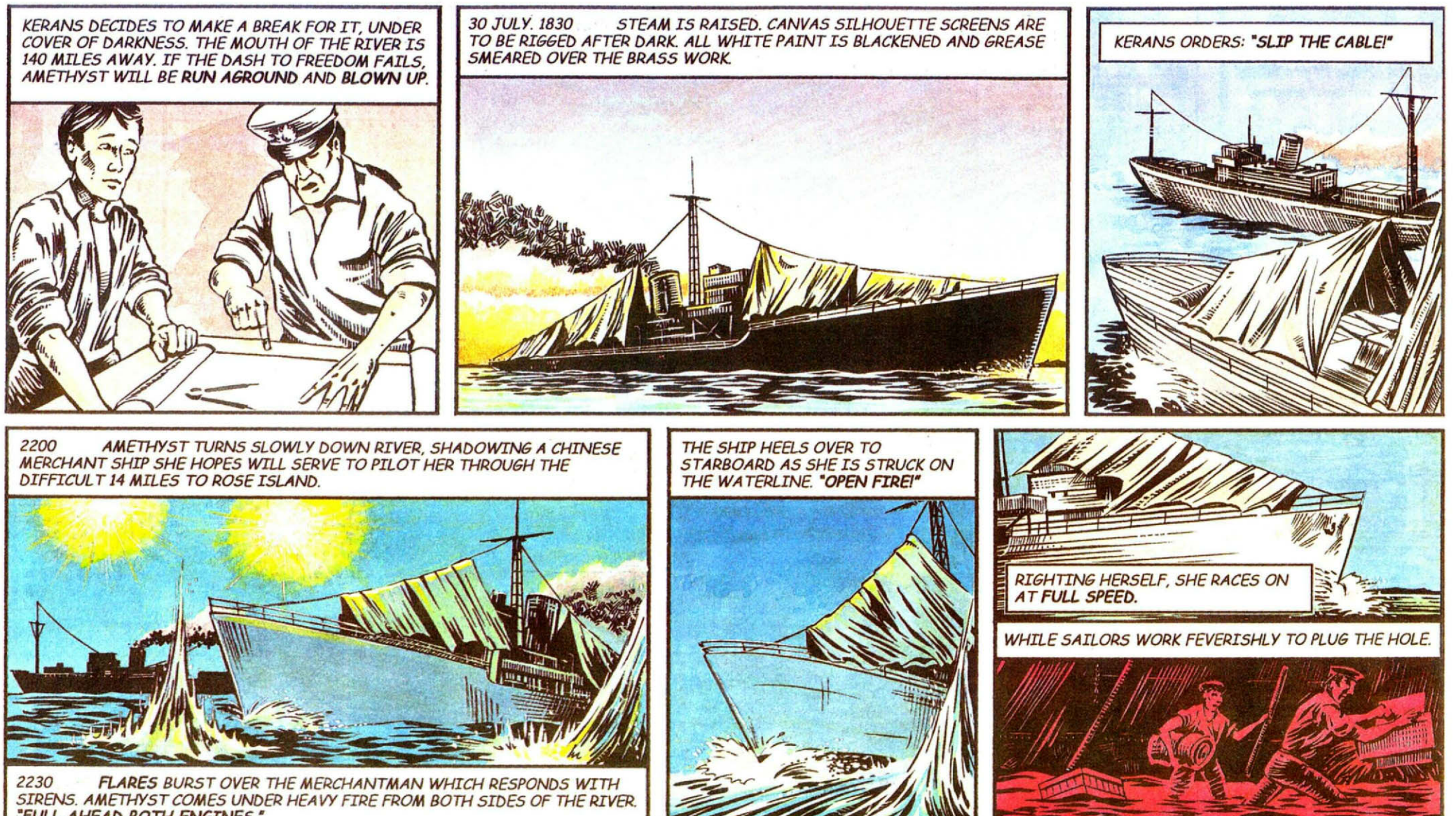


MANY HAPPY returns to all the Gang Plank Club members celebrating their birthdays this month. They are: Robert Jones, Lauren Smith, Hannah Blewitt, Victoria Watson, James Lawrence, Ben West, Hal Finney, Joanna Ingram, Ashley Baker, Victoria Hocking, Richard Boorer, Joseph Spencer, Layla Cowley, Philip Martin, Kathryn Burbridge, Amy Dean, Donna Rachel Chippendale, Lara Cooper, Matthew Trowbridge, Sean Powell, Dana Purewell, Emma Wheeler, Adrian Wheeler, Peter Ainscow, Jack Webb, Gareth Field, Leesha Jones, Amie Shaw, Mark Prosser, Shaun Bennett, Craig Drewett, Jack Reid, Lewis Scrafton, Harry Caswell, Eli Weinberg, Charlotte Perren, Ben Porritt, Megan Coleman, Jake Wells, James Tookey, Lewis Sharpe, Phillip Howe, Rebecca Belfield, Ryan Jones, Luke Willis, Matthew James Voga, Simon Negus, Richard Jefferis, Holly Overy, Lorna Sanders, Darren Bradbury, Adam Hogg, Tyrone Horner, William Duncan, Donna Fraser, Thomas Winn, Elric Kingston, Keiron Jackson, Rachel Blackburn, Francesca Case, Jonathan Morris, Ffion Slack, Matthew Jillings, Michelle Weeks, Michael McCafferty, Liam James, Gary Stoker, Patrick Francis, Jamie Lee Gilby, Nichola Jones, Gary Wall, Christopher Lee Smith, Oscar Rawcliffe, Alex Brown, Alfie Moore, Edwin David March, Jonathon Wright, Rebecca Alice Rowan, Sonia Jane Newby, Rory Kemp, Stewart Elliott, Robert Cadman, Peter Barnett, CJ Bateman, Jerry Taylor, Carrie Gedge, Rebecca Louise Jillings, Darren Mallett, Leanne Booth, Kristopher Abram, Jonathon Hore, Hayley Dyson and Amie Louise Andrews.



PART SIX: THREE MONTHS HAVE GONE BY AND HMS AMETHYST IS STILL TRAPPED ON THE YANGTSE, SHORT OF FOOD AND PLAGUED BY RATS AND MOSQUITOS. LT CDR KERANS REALISES THAT TIME IS RUNNING OUT FAST ...

The Yangtse Incident



6/7

To be continued. © VINCE HEWITT 1998

JOLLY JOKES

Where do you weigh wales?
At the Whale Way Station

What happened to the cat that ate a ball of wool?
It had mittens.

How do you make an apple puff?
Chase it round the garden.

What do you get if you cross music with an insect?
A humbug.

What is the difference between a cloud and a boy getting spanked?
The cloud pours with rain and the boy roars with pain.

Why did the pig visit the doctor?
To get some oinkment.

Why is everybody tired on April 1?
Because they did a March of 31 days.

These jokes were sent in by Luke Morton, Adam Collins, Joe Hollis, Rachel Reynolds and Ceri Jones. Keep them coming! Captain Plank needs a good laugh!

Field Gun – it's the toughest sport in the world!

ONE OF the highlights of the Royal Tournament – and this year's will be the last one – is the Field Gun competition.

It's a bit like a heavyweight 'Gladiators' – you need lots of strength and determination to take part in what has been called the toughest sport in the world!

Three teams are taking part – Portsmouth, Devonport and the Fleet Air Arm. Each team of 18 men has to transport a hugely heavy gun and its carriage and limber down a course and back. To do this they have to take it to pieces on the way, lift it over 1.6m walls and across a 'chasm' nearly 9m wide – without touching the ground!

Then the first team to put it back together again and fire the gun wins – provided they haven't made too many mistakes.

Though the men are very fit, they only have ten weeks' practice before they arrive at London's Earls Court for the competition.

In 1907 some sailors from HMS Powerful displayed their guns at what was then called the Royal Military Tournament. During the Boer War in South Africa in 1899 sailors from HMS Powerful and HMS Terrible had had to carry their guns overland over chasms and rivers to help the Army save the town of Ladysmith from the enemy – and that gave them the idea for this amazing competition.

● *Cadets do a similar run with a model field gun and limber – ask your local unit for details of all the fun things they get up to.*



POETS' CORNER

Just How Lucky Can I Be?

I just try and have a go,.
Will I win? You never know.

The prizes you win are always fun,
It makes you feel like you've well done.

I always read the Navy News
To see if there's any good points of view.

My grandad joined me in this club –
I pay him back with lots of love.

He's been proud to see my name and age
Printed on the Gang Plank Page!

– Jade Fraser (9), Saltburn-by-Sea, Cleveland

Membership Application Form

Please enrol me as a member of **The Gang Plank Club**. I enclose a PO/cheque (payable to Navy News) for £3.25.

Name

.....

Address

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Do you have any Brothers ☐ Sisters ☐ Ages ☐

Special Interests: Sport ☐ Music ☐ Film/TV ☐ Friends ☐ Reading ☐

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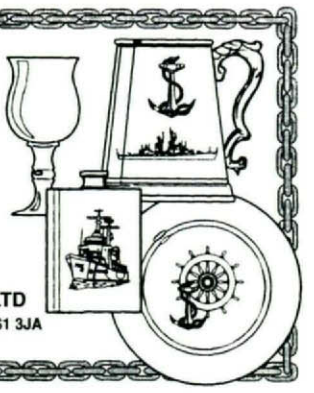
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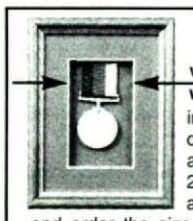
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Motoring



● *Start line action at an earlier Goodwood Festival of Speed*

SPEED STARS AT GOODWOOD

THE EYES of the motorsport world will be on West Sussex this month (June) with probably the greatest clash of titans of the track seen in decades – if ever – at the Goodwood Festival of Speed.

World Rally Champion Colin McRae will have full Ford works backing for his Focus WRC in a head-to-head against Richard Burns in the works Prodrive Subaru Impreza WRC to target Jonathan Palmer's 100mph record for the spectacular twisting hillclimb course.

The 45-second dash from standing start to flying finish at the crest of the South Downs was set with a Williams Formula 1 racer in 1996.

Also entered is Michele Mouton, already one of the fastest ever up the hill, who will be piloting the Audi quattro Sport S1 Evo again specially prepared by the factory for her to target the record.

And as well as bringing its Le Mans team straight from the 24-hour sports car classic, centenary-celebrating Audi will have Harold Bemuth in the amazing Audi quattro Pikes Peak from the American mountain racing thriller.

Piling on the power to uphold the Formula 1 reputation, there will again be entries from the Williams and McLaren teams plus Rubens Barrichello in the Stewart grand prix machine – all again set to be vying for the title of king of the hill.

Other F1 past heroes included in the entry list are Michele Alboreto and Patrick Tambay whose commitments include driving a Ferrari and a Renault respectively in the class for F1 cars of the 1980s, the age of turbochargers and ground effects for electrifying performance.

In a tribute to the Le Mans 24-hour classic there will be no fewer than 30 race winners, with Porsche bringing some of its finest machines to be piloted by champions Derek Bell, Jacky Ickx and Hans Stuck.

"Sideshows" at this remarkable event, being held on June 18-20, include the Red Arrows and racing between four-horse chariots, for the theme 'A Millennium of Horsepower'.

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Freelander Best 4X4

THE LAND Rover Freelander has been voted Best 4X4 in the influential *Fleet News* and the recently launched new Discovery was also highly commended.

Launched just over a year ago, Freelander three- and five-door models have successfully provided drivers with car-like handling and performance together with off-road styling and capability, and have proved particularly popular with women drivers.

The new Discovery launched this spring features leading-edge technology such as active cornering enhancement, four-whel electronic traction control, electronic brake distribution and rear air suspension.

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Space for just that much more inside



● *Compact on length, big on interior space – the new Mitsubishi Colt Space Star*

ONCE it seemed that every car looked the same, apart from the permutations of saloon, hatchback and estate, but today manufacturers like Mitsubishi are exploring every niche to satisfy customer needs, *writes Glynn Williams.*

Space has long been a Mitsubishi theme, right from the first Space Wagons, radically relaunched this year and joined by the Colt Space Star.

Unveiled at the British International Motor Show, the European-built Space Star is defined as a high-roof five-door hatchback, compact on length but big on interior space and headroom, hence its name.

Its rivals are as diverse as the Renault Megane Scenic and Mercedes A-class, with competitive pricing from £11,195 for the entry level 1.3 to £15,335 for the 1.8 direct petrol injection flagship.

In this sector you often find an airy cabin but limited load space, but with sliding rear seats – with the bonus of four reclining positions - the Space Star boasts about the same luggage capacities as its Lancer estate cousin, whether with five occupants or just two.

With the rear seats folded flat there is a maximum of 48 cu ft of space, and sensible robust load-tie eyes to keep the cargo in place. Seats up, the Space Star will take a wheelchair as well as five passengers.

Upright seating increases legroom compared with conventional roofline hatchbacks, it is much easier getting in and out which helps the less agile, and there is excellent all-round visibility.

The version tested was the 1.3GLX, which is a lively performer with crisp handling and excellent fuel economy, averaging more than 40mpg and capable of more than 50mpg on extra-urban runs, while standard anti-lock brakes and dual airbags provide reassurance.

Practicalities include an underseat tray which will take a first aid kit, a driver's side pocket for sunglasses, and large front door pockets designed to take documents up to A4 size, while the floor console box can take nine CDs or a dozen cassettes.

The specification is high, from mudflaps to roof rails, with side protector mouldings, electrically-operated and heated door mirrors, front anti-trapping electric windows.

All in all it is a neat package which makes a traditional hatchback feel decidedly cramped.



CAR FACTS

MODEL: Mitsubishi Space Star 1.3 GLX.
PRICE: £12,995 on-the-road
ENGINE: 1.3-litre 16-valve with multipoint injection producing 84bhp.
TRANSMISSION: Five-speed manual.
ECONOMY: 41.5mpg (combined cycle)
PERFORMANCE: 0-62mph – 13.4 secs; top speed – 106mph.
INSURANCE: Group 8(P)
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Kwirky Ka Kollection

FORD's quirky Ka has been given a fresh new look, better value and the range extended with the addition of a stylish Ka Collection model.

The most affordable Ford costs from £7,495 on the road with lively 1.3-litre engine, standard power steering and driver's airbag for fun-to-drive appeal.

The higher specification Ka2 is now priced at £8,495 and the Ka3 at £9,495. The new Collection model at £8,595 is based on the Ka2 with power steering, central locking and electric front windows, but brings new body-coloured bumpers to sharpen up the looks, plus chrome-effect kick plates, special carpet mats and leather steering wheel and gearknob.

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NoticeBoard

Appointments

Rear Admiral R. J. Lippiett to be promoted Vice Admiral and to be Chief of Staff to Commander Allied Forces Southern Europe and Senior British Officer Southern Region in succession to Vice Admiral D. A. J. Blackburn who is retiring on Jan. 1. Oct. 11.

Capt J. M. Burnell-Nugent to be promoted Rear Admiral and to be Assistant Chief of the Naval Staff in succession to Rear Admiral J. Band. Dec. 6.

Commodore S. Lidbetter to be CO HMS Ocean. Sept. 2.

Lt D. A. Bassett to be OIC University RN Unit Bristol and CO HMS Dasher.

Lt D. H. Morgan to be OIC University RN Unit Cardiff and CO HMS Express.

Lt R. K. Giles to be OIC University RN Unit Liverpool and CO HMS Charger. May 18.

Points

THE FOLLOWING shows the total points of ratings at the top of each advancement roster for petty officer and leading hands in May after issue of B13s.

Intermediaries (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int" rosters are the basic dates of the top eligible personnel. The number following the points (or basic date) is the number advanced in May.

CCMEAML - Int (21.7.98), Nil; **CCMEAEL** - Int (6.7.98), Nil; **CCMEAMLSM** - Int (10.9.98), Nil; **CCMEAELSM** - Dry, Nil; **CCWEAADC** - Int (26.3.99), 2; **CCWEAWDO** - Int (11.12.98), Nil; **CCWEAADCSM** - Dry, 4; **CCWEAWDOSM** - Dry, 5; **CCWEASWSNAVSM** - Dry, Nil; **CCWEASWSTECSM** - Dry, Nil; **CCAEAM** - 119 (1.1.98), 1; **CCAEAR** - Dry, Nil; **CCAEAWL** - 296 (1.1.96), Nil.

PO(EW)(O) - 282 (13.6.95), 1; **LS(EW)** - Int (13.10.98), 1; **PO(M)** - 182 (13.2.96), 4; **LS(M)** - 191 (16.1.96), 1; **PO(R)** - 423 (11.10.94), 3; **LS(R)** - Int (11.3.97), Nil; **PO(S)** - 146 (14.5.96), 2; **LS(S)** - 231 (14.11.95), Nil; **PO(D)** - 458 (12.7.94), 1; **LS(D)** - 718 (10.11.92), 1; **PO(MW)(O)** - 69 (19.11.96), Nil; **LS(MW)** - Int (11.3.97), Nil; **PO(SR)** - 474 (15.2.94), 1; **LS(SR)** - 91 (15.10.96) Nil.

PO(SEA) - 675 (14.1.93), 1; **POCY** - Dry, Nil; **POCO** - 614 (8.6.93), Nil; **LRO** - Dry, Nil; **POPT** - 583 (12.10.93), Nil; **RPO** - 764 (7.7.92), 2; **POMEM(L)(GS)** - Int (9.3.99), 2; **LMEM(L)(GS)** -Int (6.5.98), 2; **POMEM(M)(GS)** - 174 (23.2.96), 8; **LMEM(M)(GS)** - 175 (19.3.96), 6; **POWEM(O)** - 190 (5.3.96), 6; **LWEM(O)** - 285 (29.3.95), Nil; **POWEM(R)(GS)** - 262 (4.7.95), 3; **LWEM(R)(GS)** - 422 (6.5.94), Nil; **POCA(GS)** - 547 (23.10.93), 3; **LCH(GS)** - 483 (28.10.93), 17; **POSTD(GS)** - 862 (22.12.91), 1; **LSTD(GS)** - 443 (17.2.94), 1; **POSA(GS)** - 477 (5.4.94), 1; **LSA(GS)** - 121 (19.7.96), 1; **POWTR(GS)** - 574 (27.8.93), 1; **LWTR(GS)** - 524 (15.11.93), 2; **POMA** - Int (13.5.97), 6; **LMA** - 78 (12.11.96), 6; **PO(S)(SM)(O)** - 655 (14.6.93), 2; **LS(S)(SM)** - 640 (28.10.92), 2.

PO(TS)(SM) - 563 (31.8.93), Nil; **LS(TS)(SM)** - 582 (10.6.93), Nil; **PORS(SM)** - 308 (14.2.95), 1; **LRO(SM)** - Int (9.6.98), 1; **POMEM(L)(SM)** - Int (26.8.98), 8; **LMEM(L)(SM)** - Int (5.5.97), 1; **POMEM(M)(SM)** - Dry, Nil; **LMEM(M)(SM)** - Dry, Nil; **POWEM(R)(SM)** - 611 (6.7.93), Nil; **LWEM(R)(SM)** - 968 (19.3.91), Nil; **POSA(SM)** - Int (14.7.97), Nil; **LSA(SM)** - Int (5.12.97), 1; **POWTR(SM)** - Int (10.2.99), Nil; **LWTR(SM)** - Int (25.4.97), Nil; **POCA(SM)** - Int (3.12.97), Nil; **LCH(SM)** - 708 (13.8.92), 1; **POSTD(SM)** - 749 (8.3.92), Nil; **LSTD(SM)** - 393 (16.6.94), Nil; **POA(AH)** - 668 (13.10.92), 3; **LA(AH)** - 419 (15.2.94), 3; **POA(METOC)** - Dry, 2; **LA(METOC)** - Int (2.10.97), Nil; **POA(PHOT)** - 1055 (2.10.90), 1; **POA(SE)** - 832 (7.11.91), 1; **LA(SE)** - Int (1.7.97), 2; **POACMN** - 506 (27.1.94), 1; **POAC** - Dry, Nil.

POAEM(M) - Int (1.10.98), 6; **LAEM(M)** - 458 (24.3.94), 6; **POAEM(R)** - Int (1.10.98), 1; **LAEM(R)** - 597 (11.2.93), 2; **POAEM(L)** - Dry, Nil; **LAEM(L)** - 430 (16.12.93), 5.

POW(R) - 296 (15.5.95), Nil; **POW(RS)** - 688 (13.10.92), Nil; **LWRO** - Dry, Nil; **POWPT** - Dry, Nil; **RPOW** - 740 (3.11.92), Nil; **POWCA** - Dry, Nil; **LWCH** - Dry, Nil; **POWSTD** - 589 (27.5.93), 1; **LWSTD** - 251 (19.10.95), Nil; **POWSA** - 310 (1.8.95), Nil; **LWSA** - Dry, Nil; **POWWTR** - 570 (20.9.93), Nil; **LWWTR** - 467 (24.3.94), Nil; **POWWTR(G)** - Int (11.7.97), Nil; **POW(METOC)** - Dry, Nil; **LW(METOC)** - Dry, Nil; **POWPHOT** - 494 (5.10.93), Nil; **POWAEM(M)** - Dry, Nil; **LWAEM(M)** - Dry, Nil; **POWAEM(R)** - Dry, Nil; **LWAEM(R)** - Dry, Nil.

POWAEM(L) - Dry, Nil; **LWAEM(L)** - Dry, Nil; **POWETS** - 1087 (15.11.90), Nil; **LWETS** - 631 (22.9.92), Nil; **LWTEL** - 705 (16.8.91), 2; **POWWA** - 642 (10.3.93), Nil; **LWWA** - 380 (7.9.94), Nil; **POWDHYG** - Int (17.11.97), Nil; **POWDSA** - Int (30.1.97), Nil; **LWDSA** - Int (10.12.96), Nil; **POEN(G)** - Dry, Nil; **LEN(G)** - Dry, Nil; **PONN** - Int (11.3.97), 6; **POMA(Q)** - Dry, Nil; **LMA(Q)** - Dry, Nil.

PO(AWW) - Int (8.9.98), 5; **LOM(AWW)** - Int (8.9.98), Nil; **PO(AWT)** - Int (16.11.98), 6; **LOM(AWT)** - Int (14.7.98), Nil; **PO(UW)** - Int (21.2.98), Nil; **LOM(UW)** - Int (17.3.98), 2; **PO(EW)** - Int (9.6.98), 2; **LOM(EW)** - Int (17.8.98), 12; **PO(MW)** - Int (8.9.98), Nil; **LOM(MW)** - Int (9.6.98), 1; **PO(C)** - Int (17.8.98), Nil; **LOM(C)** - Int (6.5.98), Nil; **PO(SSM)** - Int (18.2.98), Nil; **LOM(SSM)** - Int (29.7.97), Nil; **PO(TSM)** - 77 (14.11.96), Nil; **LOM(TSM)** - Int (29.1.97), Nil; **PO(CSM)** - Int (11.2.97), 2; **LOM(CSM)** - Int (10.3.99), Nil; **PO(WSM)** - 223 (7.11.95), 3; **LOM(WSM)** - 629 (25.6.92), 2.

Basic dates for females in the following category, which has no examination for the next higher rate, are applied in accordance with BR1066 Chapter 22:

POWTEL - 913 (28.4.93), Nil;

The number of B13s issued in the female categories are those advanced from the female shore roster.

THE TIME OF YOUR LIVES

40 years ago

EIGHT officers and men who, as submariners, were awarded the Victoria Cross, were among the 4,000 people who witnessed the Queen present her Colour to the Submarine Service HQ, HMS Dolphin, on June 8.

The destroyer HMS Chaplet was in collision with the Icelandic gunboat Odinn while the British ship was protecting the Fleetwood trawler St Just. The encounter took place within the fishing limits that Iceland had widened unilaterally.

30 years ago

THE GUIDED missile destroyer HMS Bristol was launched on June 2 at Wallsend-on-Tyne by Lady Hogg, wife of the Vice Chief of the Defence Staff, Vice Admiral Sir Ian Hogg. It was said that the ship's company would be smaller than any other previous warship of the tonnage.

The Navy's oldest sea-going warship, HMS Troubridge, paid off at Chatham after 27 years' service. Among those who visited her when she made her last visit to her affiliated borough of Walthamstow were members of the cast of the radio comedy programme *The Navy Lark*, set on board the fictional vessel 'HMS Troutbridge'.

NAVY NEWS **looks back through its pages to recall some of the June headlines of past decades . . .**



● *'Navy Lark' star Jon Pertwee during a visit to HMS Troubridge before she paid off in 1969.*

20 years ago

LETTERS were sent to thousands of men who had left the Navy during the previous five years, inviting them to rejoin in the light of the Services' average pay rise of over 24 per cent.

The first aircraft to land on HMS Invincible was a Sea King helicopter of 819 Naval Air Squadron carrying the First Sea Lord, Admiral Sir Terence Lewin.

Promotions to WO

THE CHIEF Petty Officers listed below have accepted promotion to Warrant Officer following the February 1999 Selection Boards. Effective date for promotion is next March 31. Those appointed to a WO billet before then will be granted the acting rate and paid as such from the effective date of the appointment order.

WEAPON ENGINEERING

To WO(WEA)(ADC) - A.M. Craven, A. Dickinson, S.K. Martin, I.D. Thompson.
To WO(WEA)(WDO) - L.L. Beacham, R.M. Shephard, D.R. Thirlby.
To WO(WEM)(O) - A.J. Wilkes.
To WO(WEM)(R) - S. Deverill, A. Pilbury, G.A. Shilling.
To WO(WEA)(ADC)(SM) - L.J. Hansen.
To WO(WEA)(WDO)(SM) - A Donaghy, R.D. Millington.
To WO(WEA)(SWSNAV)(SM) - A. Sichi.
To WO(WEA)(SWSTEC)(SM) - R. Johnson.
To WOWEM(R)(SM) - M.J. Carter, R.A. Wall.

MARINE ENGINEERING

To WO(MEA)(ML)/(P)/(H) - J.H. Adams, T.A. Brown, P.J. Dunkley, D.P. Earey, M.F. McGing, G.S. Nicholls, M.F. O'Connor, T.D. Patterson, B.S. Roe.
To WO(WEA)(L)/(EL) - C.J. Broxham, A.C. Melville, D. Savage.
To WO(MEM)(M) - M.C. Lock, R.A. Wilson.
To WO(MEM)(L) - K. Nicholson.
To WO(MEA)(ML)/(M)/(P)(SM) - M. Close, R. Draper, C.A. Kilcullen, I. Whitehead.
To WOMEA(EL)(SM) - A.P. McConnell, J.B. Nesbitt.

FLEET AIR ARM, REGULATING AND PT

To WO(AEA) - J.P. Akhurst, J.M. Flurey, A.R. Gordon, I.G. Seward, A. Shields, V.G. Taylor, L.T. Williams, P.P. Zahan.
To WO(AEM) - P. Batchelour, D.W. Bows, G. Price.
To WO(AC) - J.W. Colling, K.J. Roberts.
To WO(AH) - M.P. Ginnelly.
To WO(METOC) - A. Fernandez, D.N. Law.
To WO(PHOT) - R.C. Forbes.
To WOACMN - D. Hollier.
To WOMAA - K.E.B. Glover, A.W. Potts, A. Royle.
To WOPT -R.M. Penfold.

WARFARE

To WO(D) - K.L. Barratt.
To WO(M) - G. Moores, W.E. Nunn, P.L. Rees, M.A. Roberts, G. Smith.
To WO(R) - K.R. Barnden, D.A. Gregory, W. Hall, D.K. Rowles, M.G. Weston.
To WO(S) - J. Nelson.
To WO(EW)(O) - P.R.A. Lee, M.C. Murden, J.D. Plummer.
To WO(SEA) - S.G. Spence, P.J. Stephenson.
To WO(SR) - P.J. Roberts.
To WO(RS) - M.A. Cleave, A.W. Davies, M.E. Elliot, P. Johnson, J.R. Newton, P.W. Smith.
To WO(CY) - J. Morrin.
To WOCT - S.P. Flanagan, J. Naylor, N.P.R. Smith.
To WO(SSM)(O) - J.S. Dickie, L.J. Petcher.
To WO(COXN)(SM) - G. Fox.

MEDICAL AND SUPPLY

To WOCA - M.E. Welch.
To WOSA - A.R. Cooper, I.M. Gladman, A.D. Whitehall.
To WOWTR - M.A. Bevan, J.D. Edge, D. Walsh.
To WOSTD - A.T. Brown.
To WOMA - D.C. Chamberlain, J.C. Drew, D.C. Handscombe, P.G. Youngman.

Promotions to Chief

AUTHORITY was issued by Commodore Naval drafting in May for the following to be advanced to acting charge chief artificer/technician:

To ACCAEA(M) - S.J. Wooding (RNAS Yeovilton).
To ACCCT - P.W. Box (Illustrious).
To ACCWEA - P.N. Brooks (Collingwood), R.J. Knox (Birmingham), D.J. Wood (Neptune NT), S. Thomson (Triumph), M.P. Edgeworth (SSA/CWTA Portsmouth), M.J. Hoad (Drake CFM), L.F. Moorhouse (FOSM Faslane), C. Sheen (Victorious Port), J.M.H. Cook (SSA/CWTA Portsmouth), P.R. Jarman (Drake CFM), H. Ross (Neptune NT).

Authority was issued by Commodore Naval Drafting in May for the following to be promoted to chief petty officer:

OPERATIONS (SEAMAN)

To CPO(EW)(O) - K. Fear (RNEAWC), C.J. Inwood (Dryad), C.R.N. Vellacott (NATO MEWSG Sea).
To CPO(M) - J.M. Aitken (Argyll), S.M. Boswell (Manchester).
To CPO(R) - R.W. Brann (Cumberland), G. Law (Dryad).
To CPO(S) - T. Singh (Glasgow).

OPERATIONS (COMMS)

To CPOCY - S. Ashton (Collingwood).

REGULATING

To MAA - R.B. Craft (Drake CBP CFS), J.P. Cook (Excellent).

MARINE ENGINEERING

To CPOMEM(L) - W.D. Hindley (Manchester).

WEAPON ENGINEERING

To CPOWEM(O) - C.B. Murray (Excellent).
To CPOWEM(R) - A.B. Matthews (JSU Northwood), R.J. Marshall (Invincible).

SUPPLY AND SECRETARIAT

To CPOCA - P.G. Leckey (RN Gibraltar).
To CPOSA: - A.G. Rough (Scott), D.W. Turner (Nelson).
To CPOSTD - B.C. Wardle (Cardiff), C.J. West (JSU Northwood).
To CPOWWTR - M.B. Ross (Neptune CFS).

FLEET AIR ARM (ENGINERING)

To CPOAEM(L) - A.L. Burbridge (Sultan), M.J. Rawding (810 Sqn Seahawk).
To CPOAEM(M) - P.A. White (815 Flt 212), M.D. Bruce (RNAS Yeovilton), F.V. McQuarrie (800 Sqn), M.S. Boyle (815 Sqn HQ), G. Price (846 Sqn).
To CPOAEM(R) - P.J. Fosbury (RNAS Yeovilton).

FLEET AIR ARM (NON ENGINEERING)

To CPO(ACMN) - A.J. Byrne (845 Sqn).
To CPOA(METOC) - H.L. Pownall (RNAS Culdrose), A.P. Founds (FOST D'port Shore), I.A. Pickering (RNAS Yeovilton).

SUBMARINE SERVICE

To CPOMEM(L) - D. Griffin (Superb).
To CPO(SSM)(O) - J. Johnston (CSST Shore F'slane).

CPO ARTIFICER/TECHNICIAN

Commodore Naval Drafting has been notified of the following advancements to chief petty officer artificer/technician which were made by commanding officers:

To CPOAEA(L) - A.N. Smith (815 Flt 229).
To ACPOCT(L) - S. Finnerty (JSSU Digby).
To CPOMEA - F.K.O. Anamoah (Sultan), J.I.J. Faulkner (CFM Portsmouth), G. Gurney (Victorious (Stbd), J.E. Parker (Glasgow), D.S. Teasdale (CFM Portsmouth), A.C. Yates (Liverpool).
To ACPOMEA - R.D. Balfour (Brave), F.K. Harding (Neptune NT), B.W. Lloyd (Somerset), R.D. Mackay (Nottingham), M.J. Stevens (Brave), D. Stringer (Neptune NT).
To CPOWEA - I.J. Blackett (Collingwood), A.M. Davey (Cumberland), M.A. Dewhirst (Vengeance Port), P.J. Neal (Invincible), R.S. Newbitt (Splendid), J.P. Webster (Liverpool).
To ACPOWEA - P.A. O'Reilly (London).

Swop drafts

LCH McLoughlin, HMS Nelson ext 24294, drafted HMS Norfolk (Devonport), Aug. 10. Will swop for any Portsmouth ship.

LCH Peck, 18 Man Mess, HMS Argyll, BFPO 210 (Devonport). Will swop for any Portsmouth ship.

CPOWTR/CPOWWTR drafted RNR Liverpool (HMS Eaglet), June 22. Will swop for Devonport shore base or RNAS Culdrose. Contact POWWTR P. Dunne, HMS Raleigh ext 41545.

STD English, HMS Chiddingfold, BFPO 254, will swop for any Portsmouth Type 23.

LWTR J. Wright, HQ BFFI, BFPO 655 (tel 005 007 6908 or – after June 12 – 01752 337198), drafted HMS Sutherland, July. Will swop for any Plymouth ship not deploying this year.

POWWTR S. White, PA to COS HQRM (ERD July/Aug. 2000) tel. 9832 7507, will swop for any Portsmouth are UPO/Cash Office draft.

CPOWWTR Dunne, HMS Raleigh ext 41545, drafted HMS Nelson Cdre Registry, July 6. Will swop for Devonport or RNAS Culdrose.

OM(MW)1 Johnston, HMS Brecon, BFPO 235 (NI patrol based at Faslane). Will swop for Portsmouth MCMV.

OM(EW)1 L. Myles, Sawyer Block, HMS Dryad, drafted HMS Liverpool. Will swop for any Plymouth ship deploying or not.

WDSA M. Crawford, HMS Sultan ext 2556, drafted HMS Drake, Sept. 20. Will consider draft in Gosport, Portsmouth or London areas.

POAEM(L) Whiteford, RNAS Culdrose ext. 2260 or 01326 552260, drafted HMS Illustrious AED Jan. 4. Will consider any Culdrose front-line draft.

WMEM1 C. Hughes (Scale B), HMS Raleigh Main Gate, drafted to HMS Somerset, Sept. Will swop for any Plymouth ship not deploying.

LWWTR Thompson, UPO, HMS Nelson ext 24166/24171, drafted HMS Neptune CFS, Aug. 9. Will consider any other area.

Deaths

Band C/Sgt Paul Anthony Evans, HMS Collingwood. April 28.

Capt Pat Norman CBE, DSO, DSC, wartime submarine commander and CO of HMS Ganges 1962-63. Served 1927-63. Ships: Warspite, Cumberland, Bagshot (Abyssinian crisis), HM submarines Shark, Seawolf (North Sea), H.34 (CO); then 10th Flotilla (Malta) for 19 Med. patrols (DSO) – Osiris (temporary CO), Upholder (temporary CO, wounded), Una (CO and Pedestal convoy – support for SBS raid on Sicilian airfield, support for N. Africa landings), Torbay (CO, Indian Ocean, DSC), Opossum (CO, post-war, Far East), Vanguard (XO), Centaur (XO), Mounts Bay (CO and F7), Deputy Director Undersea Warfare (1956-60), Chief of Staff to Flag Officer Mediterranean 1960-62. Member of Association of mRN Officers. Aged 84.

Capt Sir Anthony Thorold Bt, OBE, DSC and Bar, served 1917-56. Western Approaches escort groups commander 1944-45 and Commodore in Charge Hong Kong 1953-55. Med. and Home Fleets 1939-40, Force H Staff Officer Ops 1941-43, Naval Assistant Secretary Cabinet Office and MOD 1945-48, Senior Officer Fishery Protection Flotilla 1949-50, HMS Dryad (CO) 1951-52. Former High Sheriff Lincs., Leader Lincs. County Council 1973-81. Member of Association of RN Officers. Aged 95.

Cdr Richard Exton (Jimmy) Gardner OBE, DSC, RNVR. FAA Battle of Britain pilot, served 1939-46. Ships and squadrons: 760 (HMS Raven), 242 Sqn RAF under CO Douglas Bader (downed four enemy bombers flying Hurricane), 252 Sqn RAF Coastal Command, 807 NAS (Fulmars, HMS Ark Royal, Mediterranean, downed two Stukas during Tiger convoy to Alexandria, DSC. HMS Argus), 760 NAS (instructor HMS Heron), 899 NAS (CO, HMS Greve, Egypt), 736 NAS (CO, Seafires, HMS Heron and HMS Vulture), Chief Fighter Instructor for School of Naval Warfare (OBE). Score of six enemy aircraft destroyed, four shared, one probable, brought recognition as 'ace'. Aged 84.

Lt Cdr William Gifford Carson RNVR, CO of Algerine-class minesweeper HMD Clinton in 1946 when she undertook the long and difficult tow to Malta of HMS Volage, which had had her bows blown off by mine in Corfu Channel. Served WW2 in Dornoch (Omaha Beach, D-Day), Octavia (S. France landings), swept Greek water 1945. Dragon-class sailing reserve for 1948 Olympics, winner of 1958 Championship of British Isles in Firth of Tay. Member of Algerines Association. April, aged 88.

Viscount Portman, served in FAA in WW2.

Canon Peter Hammond, served 1939-46 as coder in Battle of Atlantic corvettes and in Mediterranean (Sicily and Italian landings). Took Holy Orders after war and became Church of England's foremost authority on church architecture. Appointed Canon and Prebendary of Lincoln Cathedral, 1987. Aged 78.

Norman Hector Reginald Smith, served in Flower-class corvettes in WW2 (mainly HMS Hydrangea). March 10, aged 87.

Frank Bateson, ex-OA, served 1951-84. Service included Fleet Maintenance Group, Portland. Member of OAs Reunion. March 6, aged 66.

John B. Martin BEM, ex-CPO(TA/SI), served from 1937. Ships: Eskimo (Narvik), Selkirk, Cleopatra (Malta convoys), Crossbow, RNZN service. Emigrated to Canada. April 1 in Victoria BC, aged 78.

Maurice McLaughlan, ex-MN, served in British fleet tankers. Founder member of Yorks. W. Riding branch of Russian Convoy Club. March 24, aged 75.

Frank John (Stokes) Milsom, ex-L/Sto. Ships included HMS Glasgow, WW2. Feb. 18, aged 73.

William Luke Lamb-Brown, ex-CPOSEA, served 1934-57. Ships: Faulknor, Viceroy, Birmingham, Diadem, Glasgow, Illustrious, Implacable. Aged 85.

Norman Ivers, ex-AB, served 1943-46. Ships included Cavendish (Atlantic and E. Indies). Member of Sixth Destroyer Flotilla Association (1944-46). March 26, aged 75.

Lt Eric Beats, ex-Air Artificer 1943 entry. April 9, aged 71.

Alan Begg, ex-POMEM. Ships included Yarmouth, Rothesay. March 23, aged 52.

Harold Quarton, member of Wartime Ark Royals Association.

Frank Croucher, member of Wartime Ark Royals Association.

Leslie Jordan, cox'n of LCI 530 carrying 45 Cdo members on D-Day. April 7, aged 79.

Danny Hogan, ex-CPO. Member of Renown, Ganges, Ton-class, Euryalus and Captain Walker's Old Boys Associations. April 14, aged 76.

Sydney Richard (Mick) Pummell, L/Sto Mech submariner, served 1947-54. Boats: HM submarines Tradewind, Trenchant, Acheron, Affray. April 11.

James W. (Jud) Whittal. Ships: Raleigh, Walker (Atlantic), Armed Merchant Cruisers (torpedoed twice), King Alfred, Combined Ops (N. Africa and Sicily landings), Hong Kong on VJ Day. Member of HMS Raleigh Association. Feb. 3 in Vancouver.

Ken Tanner, ex-Sto, served 1950s. Ships: Excellent, Perseus, Woodbridge Haven, Regio. Member of HMS Woodbridge Haven Association. March 19.

Ron Norman, ex-LRO(G). Ships: Aurora, Galatea, Penelope. April 21, aged 36.

F. P. (Frank) Wilding, ex-L/Tel. Ships: Swiftsure, Lysander, Michael, Burley, President, Brinton, Narvik, Ark Royal. Secretary and social secretary of Shotley Div., HMS Ganges Association. Aged 65.

Fred D. Wood, ex-RM. Ships included HMS Uganda. Aged 74.

Peter Colin Chivers, ex-CMT, served 1954-76. Service: Chatham, HMS Surprise, Malta, Gib. RNH Haslar. April 20, aged 62.

ASSOCIATION OF RN OFFICERS

Lt (E) M. D. Cannon. Ships: Caledonia, Bulwark, Fearless, Pembroke, Centurion.

Lt Cdr (E) P. D. Cassell. Ships: Albion, Keppel, Vernon, Londonderry, Bellerophon, Warrior, Victory.

Cdr N. R. Corbet-Milward. Ships: Ark Royal, Jackdaw, Monck, President, Merlin, Vanguard.

Capt A. D. Crawford RM. Ships: Arethusa, Trinidad, Black Prince.

Lt Cdr G. W. Garrad RCN. Ships: Lanark, Swansea, Victoriaville, Resolute.

Lt Cdr D. E. Gaymer-Derham. Ships: Ganges, Implacable, Myngs, Albion, Tenacious, Adamant, Narvik, Battleaxe, Reclaim, Glamorgan, Hydra, Fearless, Intrepid.

Surgeon Capt R. R. B. Gjertsen. Ships: Devonshire, Sanderling, Condor, Phoenicia, Vernon, St Vincent, Victory, Pembroke, Drake, Rooke.

Rev G. Hartley.

Lt L. J. Hayward MBE, VRD, RNR.

Capt (E) M. J. Head. Ships: Beehive, Newfoundland, President, St Angelo, Mercury II, Terror, Bellerophon, Collingwood.

Lt Cdr C. J. W. Kindell MBE. Ships: Asbury, Campania, Nairana, St Angelo, Glory, Cochrane.

Lt Cdr R. E. F. Peal RNVR. Ships: Tana, Lanka, Orlando.

Major G. C. M. Bishop RM. Service: Hermione and HMNB Portsouth and Plymouth.

Lt Cdr M. S. Forte. Service: Royal Sovereign, Dauntless, Kelvin, Raleigh.

Cdr W. T. J. Fox. Service: Maidstone, Ambrose.

Cdr J. S. Hansford RD, RNR.

Cdr B. B. Junor OBE. Service: Curlew, Shikari, Bulldog, Skate, Leander, Coventry, Ajax, Maidstone.

Lt Cdr J. A. Keith-Wright. Service: Ajax, United, Aurochs, Challenger, Phoenix, Vigilant.

Cdr (Rev. Canon) R. P. Lonsdale. Service: Queen Elizabeth, Seal.

Cdr S. H. Pinchin OBE, DSC. Service: Dolphin, President, Vulture, Newcastle, Norfolk.

Lt (E) A. V. Robinson. Service: Effingham, Victory, Dido, Magpie, Wave, Tyne.

Lt R. B. M. Watson RM. Service: York, HMNB Portsmouth and Chatham.

ROYAL NAVAL ASSOCIATION

Bill Argent DSM, East Grinstead, ex-RNAS aircrew 1915-18. Awarded DSM for his part in sinking of U-boat while observer/wireless operator in flying boats. Feb., aged 100.

Tony Cook, life vice president Waterlooville and of No 3 Area, life member Portsmouth. RNA National Council member and past president Havant Royal British Legion. Voluntary worker for RN Benevolent Trust since 1960. Ex-ERA, served 1947-66. Ships: Tyne, Loch Dunvejan, Glory (Korea), Superb, Duchess, Tumult, Rampura, Tiger, Ark Royal.

Vera Poliseno, associate member S. Ontario wife of Ernie Poliseno. March 18.

June Sonin, associate member S. Ontario, widow of honorary member Ray Sonin. Ran *Calling All Britons* programme on local radio. March 20.

Robert (Bob) Worley, Wear (Sunderland). Aged 77.

Tom Boland, Paddock Wood. Ex-PO, served 1933-56. Ships included HMS Kelly (two commissions under Lord Mountbatten). March, aged 83.

Cdr P. R. Watters RD, LL.B, RNR, president Liverpool, RNA life member and president No 10 Area. On holiday in Madeira, aged 66.

J. L. Hughes, chairman and founder member Peel (IOM). Ex-L/Sig. Ships included Caradoc. Served in S. E. Asia.

Stanley W. Alsop MBE, treasurer and life member Kingston upon Thames. Ex-Chief Canteen Manager Naafi, served 1942-46. Ships: Baldur, Pembroke, Victory, Kongoni, Afrikander.

Jim McKerrow, Waterlooville. Ex-CERA and former Engineer Officer of TS Royalist. March 2.

Albert Harris, Welwyn Garden City. Nov.

Stanley W. Doughty, Welwyn Garden City. March 30, aged 73.

Phillip Mervyn (Robbie) Roberts, Welshpool. Ex-LMEM(M), served 1961-86. Ships: Ganges, Raleigh, Whitby, Tenby, Thunderer, Hermes, Tyne, Argonaut, Defiance, Ark Royal, Salisbury, Fawn, Falmouth, Drake, Bulldog. April 9, aged 53.

Bill King, secretary Westminster. Ex-RM (42 Cdo). Member of Double Seven Committe. April 15.

Lt Peter Pegg RNVR, former treasurer Isle of Sheppey. Served 1941-46, joining as rating. Served in Wildfire III. April 17.

Albert Potter, Carshalton. Served in WW2 minesweepers. Aged 77.

Richard Cook, associate member Carshalton. Served in WW2 Royal Horse Artillery. Aged 83.

Reginald (Reg) Hills, Carterton & Dist. Ships included Renown, Wolf. Dec. 29, aged 73.

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Veteran makes debut

AFTER 16 successful years as a player it was an honour to become senior coach, *writes CPOWEA Steve Johnson.*

I knew my task wouldn't be easy due to the success achieved in previous years, but from the outset my aim was to introduce new young faces and bed them into Service football at the senior level.

In achieving this, the winning of silverware was not a priority.

The Inter-Command championships proved very beneficial, and individuals earned the chance to represent the Senior Service during early trials.

Early results were positive, especially as the side contained a number of triallists.

One highlight before Christmas was our emphatic win against the Army in the South West Counties Championship – my first win against the old enemy as coach.

We lost out on making the County final by one point, which in my first year was not too disappointing as the performances were generally good and the team started to play with a little bit of freedom.

Then came the highlight of the season when we won the Inter-Service championship.

This was even more satisfying as over the two games five new caps were awarded.

All in all it has been a very memorable season for me, with the satisfaction that we have a bright future ahead.

On the end-of-season tour to Dallas the emphasis was again on bringing in new faces, and once more creditable results were achieved while more players represented the Navy for the first time.

Win over old enemy is season's highlight

DISAPPOINTMENT in one competition was countered by the Navy regaining of the Inter-Services football title this season, *writes Lt Cdr Jim Danks.*

The team had narrowly failed to qualify for the SWCC Final – but following a draw with the RAF they secured a 3-2 victory over the Army at Portsmouth to take the Constantinople Cup.

The victory completed a sequence of ten games unbeaten in the Inter-Services over the past five years – a proud achievement, and one which is thought unlikely to have been achieved before.

And it meant CPOWEA Steve Johnson (SCU Leydene) completed his first season as the coach on a successful note.

Steve made his 200th appearance for the senior side – only WOPT Tommy H. Johnson has made more – and scored twice for the Combined Services in the Kentish Cup against Belgium.

The season also saw fixtures against professional opposition in Portsmouth (in their centenary season) and Plymouth Argyle.

The Women's team, in their first full season, entered the Women's Inter-Services competition, sponsored by NAAFI, as underdogs.

However, in a match played in driving rain the Navy outclassed the RAF 5-1 at Uxbridge.

Ominously, the Army beat the RAF 9-1, and proved too strong for the Navy in the deciding game, winning 4-1 despite the Navy taking the lead.

LWAEM Dawn Bateman won the Player of the Match award, and received a special presentation to mark her retirement from the Service and her contribution to RN Women's football.



● *Making contact – LWPT Lisa Alford challenges an Army player for the ball during the Inter-Services clash at Burnaby Road, which the Army won.*

Picture: LW(PHOT) Christine Wood (SFPU).

Six RN women represented the Combined Services in their first match against Reading Royals, and LWAEM Dryhurst was among the scorers in a 4-2 win.

LWPT Lisa Alford played for Wiltshire in the Women's SWCC Cup Final and scored their only goal as they lost 3-1 to Hampshire.

Activities planned for next season include the Inter-Command competition, the Navy Cup, inter-unit six-a-side competitions, coaching days, higher-level representative games and the Inter-Services.

Players who want to become involved should contact POWETS Alison Fairey on HMS Sultan ext 2346 or the RNWSO at HMS Temeraire on 23958.

■ Rain cancelled two of the Intermediate team fixtures, but their remaining match saw a victory against good opposition in London University.

The aim of this team is to allow players who have joined the Navy over the age for the Youth team to make their mark before going on to play for the senior side.

Contact the Secretary, RNFA at HMS Temeraire 22671 if you wish to be considered for this team.

■ HMS Seahawk retained the Lambs Navy Cup when they beat HMS Collingwood 5-0 in a match that was closer than the scoreline suggests.

Navy striker POAEM Nigel Thwaites was bang on form, scoring a hat-trick.

As *Navy News* went to press, Seahawk were the RNFA representatives in the NAAFI Jubilee Cup, and after winning 2-1 at RAF Bruggen face 3 Bn REME to decide the tournament.

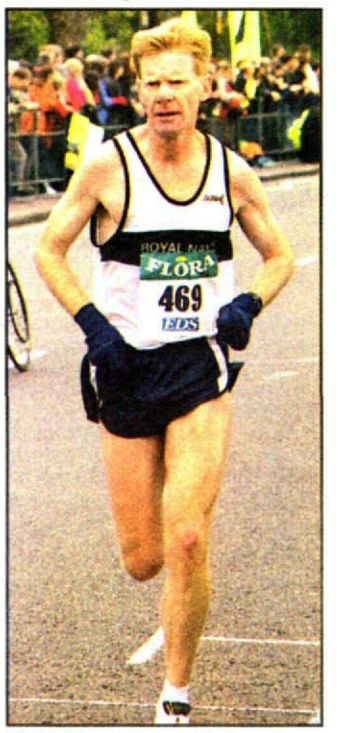
■ The RN Referees Society has been busy during the season, with a highlight being the appointment of officials for the WCC Youth Cup final at Falmouth.

RN officials were also appointed to the early rounds of the FA Cup and Vase matches.

■ A wide range of courses was run, allowing Navy personnel to climb the coaching ladder.

RN Director of Coaching Lt Cdr Henry Millington conducted the prestigious FA International Licence course at Lilleshall for the third consecutive year.

Henry will be missed when he leaves the Service in October to become Sussex County FA Director of Coaching and Development.



● *Lt Ginge Gough in London.*

Capital show by RN athletes

NAVY runners were out in force amongst the 31,582 starters in the 1999 Flora London Marathon, which incorporated the inter-Service Marathon Championships.

WO Steve Payne (CTCRM) led the Navy to second place, with 121st position overall in 2h 32m 13s to take another Services gold.

Lt Ginge Gough (HMS Collingwood) was second RN man home in 140th (2h 33m 34s), closely followed by Mne Brian Cole, and CPO Taff John (HMS Collingwood) completed the scoring quartet for the Navy club team, RNAC, which finished a superb third in the AAA championships.

In the Ladies race PO Lindsay Gannon (Northwood) won her first inter-Service title, finishing just outside the top 50, and silver went to Lt Cdr Aji Buchannan.

The Navy marathon squad now looks forward to the annual pilgrimage to Washington for the Marine Corps event in the autumn.

Brewers top up soccer funds

THE ROYAL Navy Football Association has been given a cash boost by a brewery.

The marketing director of the RNFA, Capt Peter Wilkinson (Captain SM2), was presented with a cheque for £1,000 by the Northern Clubs Federation Brewery.

The donation was the idea of the company's regional sales director, Alan Tunnicliffe, who is a keen football fan and supporter of the Royal Navy.

The presentation was made at Devonport Naval Base, home to the Second Submarine Squadron.

The money will go towards general squad funds for buying new strips and training equipment and meeting travel and fixture costs.

First fixture is a tough test

THE TRADITIONAL opening fixture of the RN Athletic Club's Southern Athletic League season at Carn Brea near Redruth in Cornwall, proved as tough as ever, *writes Lt Graeme Riley.*

With all the West Country teams being grouped together the fixture is always a tough prospect for the club, especially with the addition of an in-form and well-organised Met Police team.

With the team stretched to cover all the events, team manager Paul Winton was pleased that with only a little persuasion he was able to submit a full team sheet.

Points were hard to come by, but a combination of core athletes and a willingness to fill in for a point gave RNAC a well-earned fourth place behind the Mets, Winchester and Exeter, with Cornwall slipping to a surprise fifth.

The highlights of the afternoon's competition were the thrilling relays. In the 4x100m, despite some strong running, it looked as if a couple of poor changeovers may have cost the Navy a win.

However CPOWEA Rupert Williams (HMS Neptune), who took over ten metres down on the final leg, stormed through to win.

The 4x400m was equally dramatic, looking all sewn up for the Met Police after one leg, until LPT Gary Ibbotson (HMS Neptune) re-wrote his personal best time with a 51.5sec split to move the team from fourth to second, hot on the heels of the Police.

The fairytale end was not to be as fatigue took its toll, although a determined effort kept the team second behind the Police as Cpl Dave Bonsall (HMS Temeraire) started the final lap.

Under pressure, the Royal relished the challenge but a combination of fatigue from a busy afternoon and a 400m specialist in opposition meant the Navy had too settle for third.

Dave had earlier recorded wins in the shot and discus, and Gary Ibbotson had got the club off to a good start with a 57.6s 400m hurdles.

Elsewhere on the track LCK John Potts (HMS York) secured five valuable points with a very fast 300m in the B String 5000m, and Lt Ginge Gough (HMS Collingwood) opened his track season with a solid 15m 50s for third in the A string 5000m.

In addition to his stirring relay last leg, Rupert Williams also won the B string 100m and took two thirds in the B string 200m and shot.

Without the commitment of the many athletes doubling up to fill gaps and the sterling efforts of club chairman Cdr Brian Davies (HMS Temeraire), who shrugged off the after-effect of the London Marathon to tackle the Steeplechase, the season could have started on minimum points. Taking last season as a guide, that one extra point may become crucial.

■ Cpl Mark Croasdale (CTCRM) marked his return to the fells with a fine win in the prestigious Multiflight Three Peaks race.

One of the toughest events in fell running, the Three Peaks has competitors climbing 4,500ft over Pen-Y-Ghent, Whernside and Ingleborough, covering a distance of 24 miles.

Having come close to winning the race in the past, Mark was keen to ensure he made no mistakes this time, but he had to work hard for victory against a determined field.

Rival Mark Horrocks set a strong early pace in an effort to build a decisive lead, and the Royal had to dig deep to keep pace.

However, once Mark caught the leader on an ascent he opened a gap, but, with Horrocks strong on the descent, he wasn't able to move clear until the flat section. Mark eventually won by almost a minute in 3h 4m 48s.

Cpl Croasdale had demonstrated his ability on the roads the previous week with a tremendous win in the Taunton Half Marathon.

Recording a time of 66m 46s, he took four minutes out of Fleet Half winner Stuart Hall.

Hall was able to take his revenge when the two met again at the Eurobell Great West Run, once again over the half marathon distance.

Coming only a week after Mark's Three Peaks win, he showed great resilience and strength to record a time of 67m 56s to finish fourth behind Hall and the Kenyan duo of John Mutai and Benson Masya.

Further back in the field was another Royal Marine, WO Terry Pares, who finished 24th.

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Airmen run Navy close in thriller

THE NAVY won a thrilling rugby league match against the RAF to put them safely through to the second round of the Scottish Courage Public Servants Cup.

Two early converted tries, despite RAF pressure, put the Navy into a comfortable lead, but the RAF fought their way back to 12-10 just after the break.

Navy points were matched by the RAF, and the airmen went ahead for the first time deep into the second half.

But a late burst of scoring by the Dark Blues put them back into the lead – and even a late score from the RAF was not enough, with their last try making the final score 28-24.

Navy coach POPT Wayne Okell said: "We have a small player base of experienced rugby league players.

"We played against the RAF with five new caps in the squad and they all played a very big part in our success.

"Those five probably woke up the following day feeling like they'd been run over by a steam train – it really was 'bodies on the line' this match.

"It's a fantastic achievement to beat the RAF. We've come such a long way in such a short time.

"Special mention must go to LPT Pony Moore, who played a inspirational captain's game – he always led from the front.

"I'm sure if any servicemen was to get a Great Britain call-up this season he'd be at the top of the list."

More than a game, less than a win

'MORE than just a game' was the promotional catchphrase for the 1999 Willis-Corroon sponsored Army v Navy match at Twickenham, and that is exactly what this traditional fixture has now become, *writes Lt Cdr Grassy Meadows.*

The record crowd of almost 30,000 now complements the magnificent stadium, and supporting events such as the U12s competition and live coverage on Meridian TV have brought much praise and greater support from both military and civilian sources.

A marvellous PR victory, but the Navy lost the important battle – the match.

The Army XV were brutally effective, dominating proceedings throughout with a pack containing England lock Tim Rodber and Scottish front row forward Matt Stewart – and the task could have been even tougher if injury had not forced the withdrawal of Scottish back-row forward Rob Wainwright.

In the first half the Navy XV were reduced to almost total defensive play.

So strong was the Army's grip on the game that even the meagre possession they did spill could not be turned to any sort of advantage, other than a Cpl Paul Livingstone (Cdo Logs) penalty.

At half time the Navy trailed 14-3, and within two minutes of the restart the game was effectively over when a hurried clearance inside the Navy 22 was charged down and a try scored.

Even the Navy's own England international, Musician Spencer Brown (DNR London) could not breach the stonewall defence.

But persistence from Navy man of the match, scrum-half Livingstone, paid off when he followed a penalty by creating space from nothing to score to the right of the posts.

Although the conversion brought the Navy back to within eight points, a further Army long-range penalty dashed Dark Blue hopes of an unlikely escape, and the Army finished the match ahead by 24-13.

Bowlers fell the Foresters

THE CRICKET season began with the traditional opener against the Free Foresters at Portsmouth, *writes Lt Cdr Jim Danks.*

Lt Cdr Piers Moore (Fort Blockhouse) and Cpl Fraser Day (RM Bristol) each took two wickets as the Foresters slumped to 17 for 4 before a fifth-wicket recovery.

Mne Greg Owen (40Cdo) grabbed two wickets before Moore mopped up the tail.

Requiring 94, the Navy began brightly, and S/Lt Peter Andrew (Southampton Uni) and Maj Richard Walker (HQRM) saw them to victory in the 18th over.

Foresters 93 (P. Moore 5-16)
RN 95 for 1 (P. Andrew 47*, R. Walker 32*)
RN won by 9 wickets

Incogniti batted first in the next match, but Navy bowlers soon had them struggling, with RS Brendan Regan (HMS Trenchant) taking 4 for 23.

In reply the Navy raced to 172 for 3 by close of play.

On the second morning Andrew reached 106 before falling LBW, supported by Owen (45) and WTR C. Potter (HMS York) with 42.

Debutant captain Owen wanted an innings victory but stern resistance from Incogniti batsmen had the game heading for stalemate until the captains agreed to try to fashion a result.

Incogniti took advantage of non-regular bowlers to set the Navy 127 from a minimum of 18 overs, but after a hectic start, wickets fell in the chase for runs and the Navy innings closed at 92 for 6.

Incogniti 109 and 286 for 5 dec (Holas 117, Naik 65)
RN 269 (P. Andrew 106) and 92 for 6.
Match drawn.

Fixtures:
June 3 v English Fire Service (Ryde CC, IOW)
June 7 v Hampshire II at Portsmouth
June 8 v Middlesex U19s at Portsmouth
June 29 v Civil Service at Claverton Rd, Bath
June 30 v British Police at Imber Court, Esher.
All matches start at 1100.

Sports lottery hits £2m

THE NAVY'S own lottery may not make you a millionaire – but its prize list has just passed the £2 million mark.

That is the total which the Royal Navy and Royal Marines Sports Lottery has handed out since its foundation in 1991.

Winner of the landmark cheque was Lt Cdr Donald Bourne, Engineering Officer for 771 Naval Air Squadron at RN air station Culdrose.

The cheque was presented by Flag Officer Training and Recruiting Rear Admiral John Chadwick.

The lottery boasts more than 15,000 members, holding 24,000 tickets between them, each ticket yielding 75p a week.

The lottery dishes out prizes ranging from £10 to £4,000 – 37 per cent of income.

A further 60 per cent – almost £1.4m – has been given as grants to ships and establishments to buy fitness and leisure equipment, and to fund expeditions and sports tours.

Grants are also made to various associations which provide quality sports access at all levels.

That means of the £800,000 taken annually, 96 per cent – some £770,000 – returns to the Service.

One example of the lottery's influence is in HMS Illustrious, where the space left by the removal of Sea Dart was earmarked for a cardiovascular fitness suite.

Demand for fitness gear had been so great that time limits were being imposed, so the Sports Lottery stepped in with £7,000 for new equipment, in addition to £2,500 stumped up last year.

"The provision of additional equipment to fit out the CV area will have a marked effect on morale, and provides much more flexibility for current users and attracts more users," said Sports Lottery manager Lt Bill Rosewell.

"It will also give personnel who are due to take the RN Fitness Test more opportunity to prepare for the test, particularly when at sea on operational commitments."

For further details of the Lottery, contact Lt Rosewell on HMS Temeraire ext 23806.



● *£2,000 = £2,000,000 – Rear Admiral John Chadwick presents the winning cheque to Lt Cdr Donald Bourne, putting lottery winnings over £2 million. Also depicted are many of the sports which have benefited from the lottery.*

Sharpshooters secure win at inter-Services

THE RN women's smallbore rifle team got back to winning ways with victory over their counterparts from the RAF.

The annual short-range inter-Service competition was reduced to a match when the Army were unable to field a team.

The result was a comfortable win for the Navy, with 1513 from a possible 1600, the RAF clocking up 1432.

There was close competition for the individual top shot awards, with RAF Cpl McGregor taking the honours with a score of 198.

Top Navy markswoman was LWREN Briggs (HMS Seahawk), who won on a countback from CWRS Hanna (HMS Collingwood). Both scored 197.

The smallbore match consists of a team of eight shooting two 10 bull cards at a distance of 25 yards under a ten-minute time limit, with a maximum score for each individual of 200.

Two of this year's squad members were selected for the inter-Service team.

Anyone who wants to know more about this Olympic sport should contact CWRS Hanna at HMS Collingwood ext 2462.

Garda team caught off-guard

NAVY boxers beat an RUC/Garda squad to regain the team trophy.

Mne Taz Guthrie (40Cdo) got the Navy off to a flyer when he won a unanimous decision through his crisp combination punching.

Team captain MEM Max Maxwell (HMS Cardiff) also had too much firepower for his Irish adversary, winning the best boxer of the night award for his efforts.

The third team match saw Mne Mike O'Connell, who agreed to box at very short notice, put on a brave display as he took the Irishman's heavy, clubbing blows.

O'Connell replied with clean, accurate punches, winning the bout on a unanimous decision.

In the supporting bouts OM Clarke Kent (HMS Fearless) featured in an evenly-matched contest with University of Portsmouth boxer Paul Birchel, the student ending the bout with a body shot.

Navy debutant MEM Rob Westwood finished on the wrong side of a majority decision after matching his more experienced opponent punch for punch. Coach POPT Q Shillingford (HMS Sultan) said he was proud of his team, and thanked coaches CPO Kev Hay (HMS Dryad) and MEM Crash Evans.

■ HMS Sultan boxers staged a 12-hour punchbag marathon for Gosport Voluntary Action.

The event, which is hoped will raise more than £2,000, will boost the Shopmobility scheme, which runs a fleet of powered wheelchairs in the town.

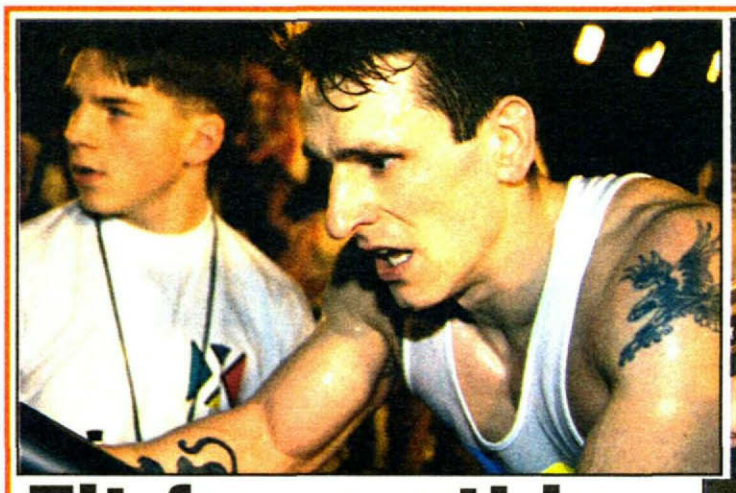
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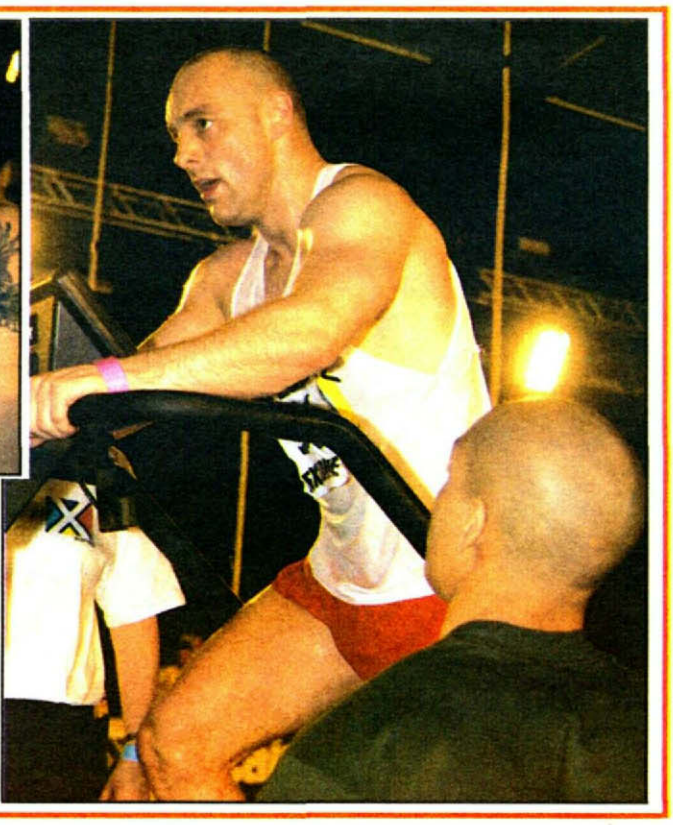
THE RN Ladies golf team had a VIP supporter during their ten-day tour in the United States.

Vice Admiral James Perowne, Deputy Supreme Allied Commander Atlantic, visited them on the US Navy base in Norfolk, Virginia.

The ladies managed to win most of their games against local and Service teams.

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Fit for anything

TWO ROYAL Marines upheld the honour of the Corps by taking their places amongst the fittest men in the country.

Cpl Darren Robson (above), a PTI at CTCRM, came second in the X Zone Challenge at the NEC in Birmingham, just two places above HMS Warrior's Cpl Les Hudson (right).

The contest covers ten disciplines, including treadmill running, rowing and cycling.

Darren and the man who beat him, Hywel Davies, rank among the top ultra fitness men in the country, and resume battle in another ultra fitness challenge at the beginning of this month.

In brief

Sea training pays off

PRACTICE drives from the flight deck of HMS York stood her golfers in good stead when they took on the Chadwell Springs Golf Club in Ware.

The club, celebrating its centenary, lost out to the eight-man Navy team, led by PO Mike Oakley, by the narrowest of margins, the final match clinching the result.

The result was a triumph for the organiser, ex-CPOGI Geoff Plumb, who has been supplying the York team with old golf balls so they can practice while at sea.

"One of the best days I've had," he was heard to say as he loaded a barrow-load of balls on to the team coach.

Set to tour

TEN RN tennis players are preparing to tour Halifax, Nova Scotia, this summer.

The men's tour will promote tennis within the Service as well as building on the close links between the Navy and the Canadian Armed Forces.

Five fixtures, Service and civilian, have been arranged, and members of the team are now fund-raising to help defray the cost. Grants have been awarded by the Sports Lottery and Sailors' Fund.

First victory

THE Combined Services side pulled off a 42-12 win against the crack French side Equipe de Sport Militaire in the NAAFI rugby league test match at RAF Uxbridge.

The win – the first in five years by the British side – was not as easy as the score suggests, as the French team were within reach until the hour mark.

Royals fulfil pre-match predictions

ROYAL Marine golfers proved too strong for the opposition for the second year running at the inter-Command Matchplay Championships, *writes Cdr Gary Skinns.*

The China Fleet Club course, waterlogged only days before, was in excellent shape, thanks to the greens staff.

Although most teams were under strength, it didn't detract from an exciting event, and with the Royals at almost full strength, pre-match predictions centred on who would be second.

The Royals duly played to form by winning their first three matches, but then surprisingly lost their fourth-round match to Scotland, who finished third.

The favourites' loss gave heart to the rest of the field for the final round.

With the Marines requiring a halved match to win, Plymouth, Portsmouth and Scotland hoped Naval Air could turn the form upside down, but it wasn't to be.

Portsmouth was another team missing star players, but they performed exceptionally well under the guidance of stand-in manager Duncan Roberts, who gained the half-point required against Plymouth on the final green in the final round to procure second place overall.

Three players won all their five matches; CPO Gavin Duncan, for Scotland, John Tremaine, a Marine playing for Plymouth, and C/Sgt Bill Parker (RM).

The next Navy match is against East Yorks, with the RN Strokeplay Championships at Liphook at the end of June.

There are still places available for individuals not selected for Command sides. Anyone with a handicap of 10 or below wishing to play should contact the RN Golf Secretary on Portsmouth Naval Base ext 27880. Entries close June 11.

Highs and lows of ocean yacht racing

SAILING the South China Sea from Hong Kong to Singapore sounds like a dream trip – but it can be hard work when you're locked in battle, *writes Lt Cdr Katrine Wreford, RNR.*

Katrine was one of the crew of the Navy yacht Adventure in the Transglobe round-the-world race, taking on the Army entrant Broadsword and the RAF's Racer.

Ocean racing is not all billowing sails and open sea: "Highlights of the first stages included navigating through a never-ending fishing fleet of pair-trawlers on the first night, which kept everyone busy spotting the next wave of them on the horizon," said Katrine.

The opposition disappeared from sight on the second day out, although all kept in contact – "apparently terrified that the Navy might be getting the better of them..."

Although steady speeds have been achieved, a patch of light wind allowed the hands to bathe in the middle of the ocean.

Sundowners and dinner were spoiled one evening when the yacht entered a patch of heavy squalls.

"Adventure's hardy crew refused to give in and continued undaunted to enjoy waterlogged chilli con carne and rice and diluted G&Ts," said Katrine.

"The night watches had a challenging time coping with no wind between squalls, when the yacht made no headway at all, and torrential rain and high winds when the squalls hit and the yacht made over eight knots.

"Everyone came off watch soaked through, but in the close confines of below decks, with all the scuttles and hatches closed, it made sleep impossible."

The yacht gained another pasesnger during the stormy night, when a small egret-like bird was found clinging to the mast.

Christened Horatio, the bird moved to the quarterdeck and was quickly scoffing raw fish provided for it, although when it flew away it meant there was less cleaning of decks to be done.

Heat, humidity and thunderstorms marked the yacht's passage south, and an ambitious attempt by one chef to provide popcorn for eating up top caused problems when someone lifted the lid to check it and sent popcorn ricocheting around the cabin.

Problems with some systems on board, including fresh water, meant the crew had become adept at taking showers in buckets of sea water.

But the improved weather allowed more sleeping and eating on deck, although the normal routine of four hours on, four off has meant rather disrupted sleeping patterns.

■ As Navy News went to press the yachts had reached Singapore, with Racer first across the line, but as she had started her engines there will be a time penalty, so the result had not yet been confirmed.

A CHARITY golf tournament organised by Rayleigh RNA may go national next year after the success of this year's competition – see p25.

Nerves hamper challenge

NAVY competitors overcame their debut nerves to win medals at the Inter-Service Judo Champion-ships.

For many of the RN squad of 21 it was their first taste of high-level competition, and some seemed overawed in the morning competition, leaving the Navy trailing in third place.

But they were out to gain revenge in the individual events in the afternoon, and among the useful performances were those by AEM James Clement, who took gold in the U73kg weight, and Mid Neil Beeharry (U66kg) and LOM Mackinnon-Winters (Open), who both took silver.

The Navy also took eight bronzes, including two in the ladies and two in the master-class.

Coach and team manager Vic Parsons said: "I am very pleased by this performance and very proud of the players."

Clay shooters off target

NAVY shooters were left trailing in the RN Browning team challenge trophy.

A total of 109 clay shooters competed on a testing ground, featuring a wide variety of targets.

The Police took team and individual honours (team: 411 out of 500, individual 88 out of 100), followed by the Fire Service (390), RAF (386), Army (382) and the Navy (368).

Navy High Gun was POEAE Ian Mitchell (HMS Heron) with 81.

Cambridge hits the mark

A TEAM from Cambridge University Royal Naval Unit beat strong continental and UK competition in the International Shooting Competition of the Association of Reserve Officers of the Belgian Navy.

Held in Brugge, the event attracted 28 teams from across Europe, including two from Poland.

Other UK teams were from HMS President, HMS Sherwood, 144 Para (TA), and 104 Regiment Royal Artillery (TA).

Alll UK teams were competing with the assistance of the Reserve Forces Association.

The CURNU team of Mid Paul Gandy, Mid Matt Allinson and Officer Cadet Ian Pearson, led by the Unit Executive Officer Lt Cdr Rex Thornborough, competed with rifle, pistol and Uzi sub-machine gun to take first place for Naval teams, and first International (non-Belgian) team.

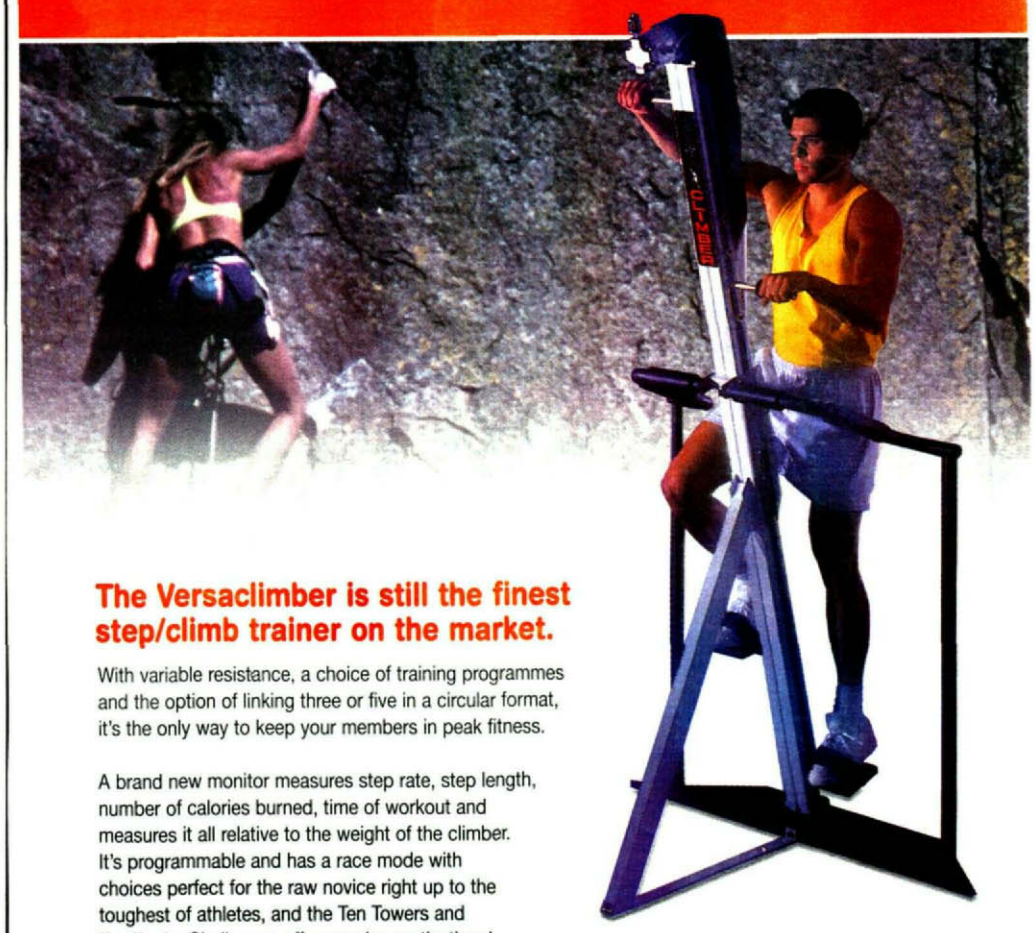
Top international competitor (all weapons) was Lt Cdr Thornborough.

This was the first time that a team from the URNU has competed on an international level, but given this performance, it is probably not the last.



● *High fives – the women's sports teams of HMS Sultan parade their trophies after winning five titles this season, earning the praise of both LPT Jules Werner and Commodore Clayden. The wins came in the Navy Hockey Cup, the Navy Soccer Cup, the Navy Netball Cup, the Inter-Unit Soccer Sixes and the Inter-Unit Hockey Sixes.*

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Portland's Navy links to be maintained through new frigate



● *HMS Portland is launched at Yarrow shipyard, Scotstoun.*

FOR THE first time for almost 180 years a British warship afloat has been given the name Portland.

A Type 23 frigate bearing the name was sent down the slipway on May 16 by Lady Heather Brigstocke, wife of the Second Sea Lord, Admiral Sir John Brigstocke.

HMS Portland, the last-but-one of 16 Type 23 frigates, was launched at Marconi Marine's Yarrow shipyard at Scotstoun. Although, like her sister-ships, she carries the title of a Dukedom, the name ensures that the town of Portland will retain a strong link with the Royal Navy for many years to come, following the final departure of the Service from the community with the closure this year of the RN air station HMS Osprey.

In all, eight other British warships have carried the name from the time of Oliver Cromwell. The most recent use was by a Bangor-class minesweeper laid down in Hong Kong in 1941, but renamed Taitam while still on the stocks.

Before that the name was given to a ship of the line in 1817. She was sold 45 years later.

The new HMS Portland is the 15th Type 23 to be launched and is due to enter service in 2001. Her sister-ship HMS Kent, also built at Yarrow, is undergoing sea trials, and the last of the class on order – HMS St Albans – will go down the slipway at the Marconi Marine yard next May.

Portland's launch was also attended by the new First Minister of Scotland, Donald Dewar, and was marked at Scotstoun by a families day for the workforce. The event coincided with a visit by the Type 22 frigate HMS London, paying her last call to her birthplace before she finally decommissions on June 12.

UK goes it alone to develop Type 42 replacement

Britain pulls out of Euro-warship plan

BRITAIN has abandoned plans to take part in development of a European air-defence warship with France and Italy.

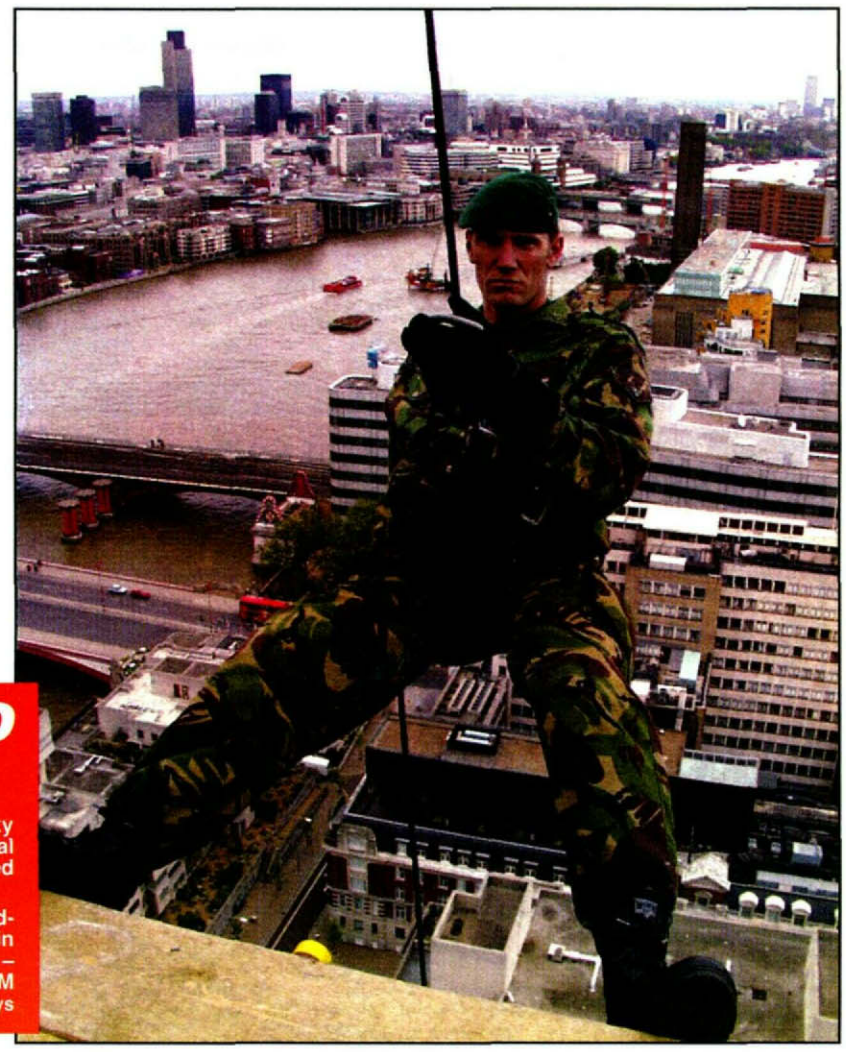
The UK will now go it alone to build successors to the Type 42 destroyers following the failure by the Euro-warship joint venture company to find a principal industrial contractor for the £8-billion Project Horizon.

A memorandum of understanding on the project was first signed five years ago, but lately Britain has had growing concerns that there was no effective management of the risks of the programme such as cost slippage and technical problems.

A spokesman for the Ministry of Defence told *Navy News* that a nationally developed warship could be in service within the 2007 date projected for the Project Horizon vessel.

"The work already carried out will not be wasted – it will be fed into the national programme," he said. Britain's exit from the project at this stage would not mean that the Type 42 destroyers – commissioned in the late 1970s and early 1980s – would have to remain in service any longer than they would have done if Project Horizon had been concluded.

Vosper Thornycroft is already in discussions with the Ministry of Defence and Marconi Electronic Systems to design, build and support 12 new destroyers, being increasingly referred to as the 'Type 45'.



WORLD RECORD AT HIS FEET!

ABSEILING into the record books goes Cpl Sharky Ward who, with nine other members of the Royal Marines Commando Display Team have smashed the world abseiling record.

The team, based at RM Poole, did it by descending from the 343ft Kings Reach Tower in London in an average time of 20 seconds for each abseiler – under the supervision of Cpl Gary Francis, an RM mountain leader. Picture: PO(PHOT) Wayne Humphreys

Belfast to go with a bang

HMS BELFAST is due to enter Portsmouth harbour at 10am on June 6 for a month-long maintenance period – after leaving London to the sound of her own gunfire.

Timings of the projected movements of the Second World War cruiser have now been given by the Imperial War Museum which maintains her at her Pool of London berth.

She is due to leave there under tow at 1430 on June 4, an Irish piper and fiddler playing on board as she passes under Tower Bridge. Her schedule places her at West India Dock at 1600 to embark veterans, and she will fire her triple 6in guns as she passes the former Royal Naval College Greenwich at 1530.

She is expected to reach the Thames Barrier an hour later and will pass under Queen Elizabeth Bridge, Dartford at about 1800.

Approximate timings for her sea passage are off Ramsgate (0600, June 5), Sandwich (0745), Dover (1045), Folkestone (1215), Dungeness (1415), Beachy Head (2015), reaching the Nab Tower off the Isle of Wight at 0830 on June 6. She will reach the Outer Spit Buoy by 1030.

The work on Belfast is expected to be completed for her return in July.

Last veteran of Zeebrugge



THE ONLY known survivor of the British raid on Zeebrugge in 1918, former Royal Marines Light Infantry private Alfred Hutchinson (102), was guest of honour at the Zeebrugge Night dinner at HMS Excellent.

Mr Hutchinson, who is pictured soon after joining the Corps in 1914, spent Zeebrugge Night with serving warrant officers at HQ Royal Marines.

The Zeebrugge raid succeeded in blocking the German-held harbour, but at heavy cost in casualties. Five VCs were awarded as a result.

Famous three put on show

WITH Britain's last wartime destroyer, HMS Cavalier, now safely in Chatham Historic Dockyard, the Dockyard Trust launched its *Battle Ships!* display with a gala evening on May 24.

Dockyards Chief Executive, Joe Creighton, described *Battle Ships!* – which includes the submarine Ocelot and the Victorian sloop Gannet – as "a milestone in museum development."

Ark is first for Forth refit



● *HMS Ark Royal arrives under tow in the Firth of Forth to begin a major refit at Rosyth Royal Dockyard. She is the first Invincible-class carrier to be refitted at Rosyth and is due to re-enter service in 2001. Cyclists race against carrier – page 16.* Picture: LW(PHOT) Jane Plunkett

Nelson gives way to Errol Barrow

NELSON must find a new home on a Caribbean island following his replacement by a home-grown hero.

The statue of Nelson has stood in Bridgetown's Trafalgar Square for nearly 200 years.

But the square, in Barbados, has now been renamed National Heroes Square, and the British admiral is to be removed in favour of Errol Barrow, who led the nation's move to independence in 1966.

However, a spokesman for the Barbadian High Commission in London said it was hoped the statue would go back on show, perhaps in a museum.

■ The British and French navies were represented at the rededication in Paris of the restored tomb of an earlier victor over Napoleon – Admiral Sir Sidney Smith. The ceremony was held on May 21, 200 years to the day of his victory at the siege of Acre in the Middle East.

Smith, a lifelong admirer of France, settled in Paris after 1815 and died there in 1840. His tomb was sculpted by the French artist David and was restored by The 1805 Club.

MOD is silent over Chinese puzzle

THE MINISTRY of Defence is making no comment on news reports that secrets affecting Britain's nuclear submarines have fallen into the hands of China.

The reports, quoting US sources, said a Chinese-born American physicist had revealed secret technology about an Anglo-US radar project to detect submerged submarines, and that secret files transferred on to an unclassified computer by another research worker had been accessed by China.

China denies stealing nuclear secrets. A MOD spokesman said" "We do not comment on nuclear issues."

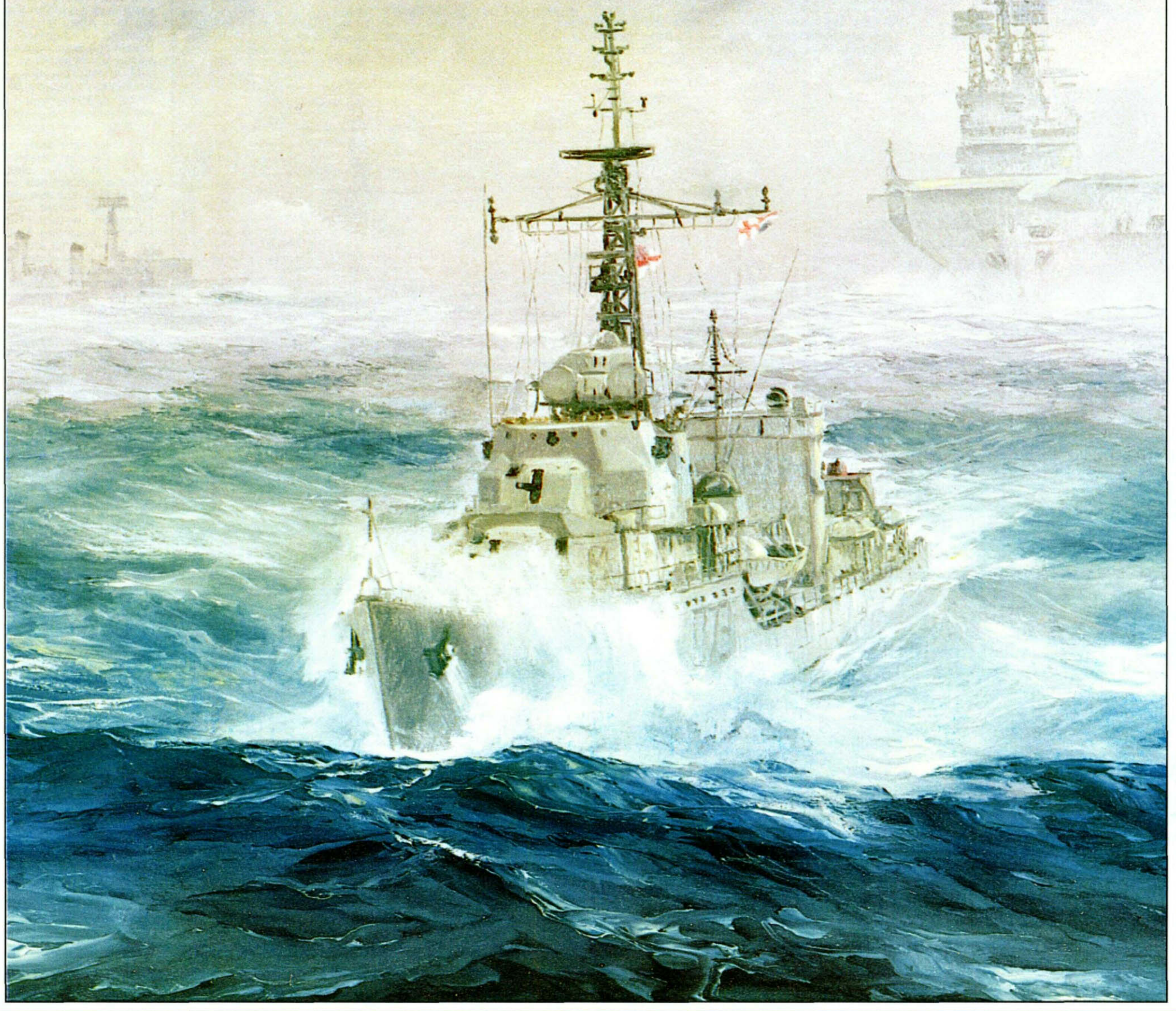
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Published by *Navy News*, HMS Nelson, Portsmouth, and printed by Portsmouth Publishing and Printing Ltd, The News

Chatham Navy Days puts a star ship on show

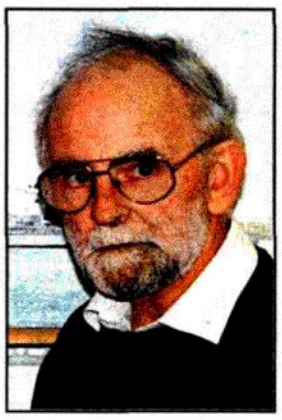
CAVALIER'S EPIC STORY

Navy News



Options

Destroyer artist was 1st Flotilla chaplain



OUR cover of this commemorative supplement features an oil painting by marine artist Kenneth King of HMS Cavalier, entitled Steady Steaming. It is reproduced by permission of Marine Galleries to celebrate the homecoming of HMS Cavalier to Chatham.

While serving as a chaplain on the staff of Flag Officer Carriers and Amphibious Ships in HMS Ark Royal – also depicted in the painting – he spent a short time in Cavalier in 1970 when she was acting as planeguard.

He also served in the third ship in the picture – HMS Blake – when he was chaplain on the staff of Flag Officer First Flotilla.

Born in Dublin, the artist served in the Arctic, Atlantic, Mediterranean and Far East. He began painting full-time in 1976, specialising in the merchant shipping of Ireland, the Irish coast and lighthouses.

His work has been commissioned by State and private sector shipping, by the Royal National Lifeboat Institution, Irish Post Office, Irish Fisheries Board and the Office of Public Works.

His paintings are also in the collections of the Irish Navy, by whom he was commissioned in 1996 to execute the official painting of the International Naval Review in Cork harbour marking the 50th anniversary of the Irish Navy.

Marine Galleries are offering prints of Steady Steaming for sale with ten per cent of profits to be donated to the HMS Cavalier Association (for details see the advertisment below).

HMS Cavalier's biographer **Peter Erwood** highlights the importance of

SHE'S THE LAST OF AN HONOURABLE COMPANY

THE MOTTO chosen for HMS Cavalier when she was still on the stocks of the shipyard of J. Samuel White's at Cowes in 1944 was *Of One Company*.

Whoever at the Admiralty had the job of settling such things must have been especially inspired, for as things turned out, it would have been hard to find a more appropriate phrase.

She was the first vessel of the Royal Navy to have carried the name, while every other ship in what was to become the 6th Destroyer Flotilla had a long line of ancestors:

In the years as far back as the 18th century there had been five Caesars, six Cambrians, one other Caprice, seven Carrons, five Carysforts, four Cassandras and one other Cavendish. An honourable company – and of that one company, only Cavalier now remains afloat.

She is, in fact, the only remaining example of that great family of ships which came into being in the early years of this century, and survived for nearly three-quarters of it.

They were at first called torpedo-boat destroyers, intended to combat the small, fast vessels that every big-ship fleet feared in the years leading up to World War I. But by reason of their speed, manoeuvrability and relatively shallow draught, the "destroyers" were soon found to be suitable for a great variety of other important tasks – and themselves took over the role of torpedo boats.

In effect they became naval maids of all work, and there were few naval operations in either World War that were not carried out without their due complement of destroyers.

In some of those operations – such as Zeebrugge in 1918, convoy escort duty in 1917-18 and again in 1939-45, the Dunkirk evacuation in 1940 and innumerable raids on the coasts of nothern Europe and the Mediterranean in support of military opertations major and minor – their special characteristics singled them out for a vital role.

It is arguable, for instance, that the German battlecruiser Scharnhorst would not have been sunk by the guns of HMS Duke of York had she not first suffered damage from the torpedoes of the Royal Navy's harrying destroyers.

In so-called peacetime, destroyers still saw active service. Between 1918 and 1939 they patrolled such trouble spots as the coasts and principal rivers of China, helping to bring at least some semblance of order to that once great country as it collapsed into chaos and anarchy.

During the Spanish Civil War destroyers played their part in the so-called non-intervention patrols designed to prevent war supplies reaching either side by sea. In war and peace, too, they ferried top brass to and fro.

In 1936 the Duke of Windsor was taken discreetly by destroyer to France immediately after he abdicated as Edward VIII, and during the first few months of World War II destroyers took Allied leaders to and from joint conferences in Britain and France which decided the fate of millions.

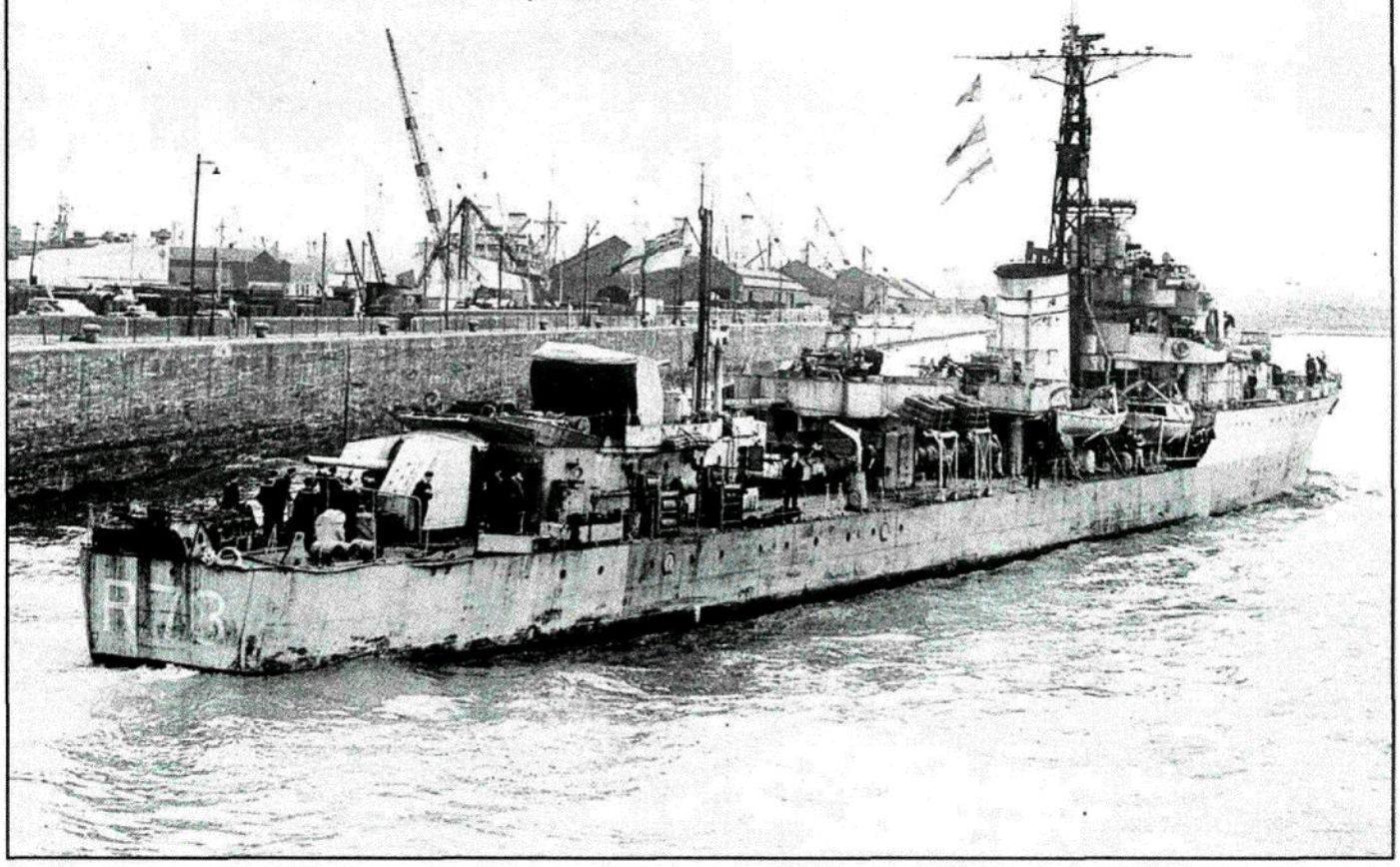
In short, the story of the destroyer is a case of "Been there, done that, got the T-shirt."

The epic story of HMS Cavalier herself is typical of her class. Not being commissioned until the end of 1944, she saw only a few months of active service in European waters. But that included escorting Arctic convoy RA 64, which was generally reckoned to have met with the worst weather experienced on the Murmansk run, and led to the sole Battle Honour for the name – Arctic 1945.

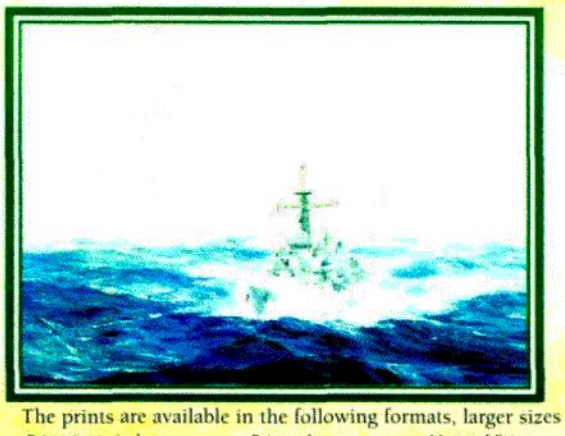
Despatched to Far Eastern waters at the tail-end of the war, she became involved in the political upheavals which followed the Japanese surrender, though there were no Battle Honours to be awarded in the vital but thankless tasks of helping to restore order in places where a British presence was not always welcome.

All Cavalier's later commissions, except her last, were spent in the Far East – using the bases of Singapore and Hong Kong – with occasional voyages elsewhere, mainly to Australia and New Zealand, and participation in the controversial nuclear bomb tests at

● ***HMS Cavalier in her wartime configuration and with her wartime pennant number – R73. It shows her leaving Gladstone Dock, Merseyside in early April 1945.***
Picture: Imperial War Museum



H.M.S. Cavalier



To mark the return of H.M.S. Cavalier to Chatham, the painting entitled "Steady Steaming", by the renowned marine artist Kenneth King.

A limited number of hand finished prints of the painting, which is featured in the supplement of this special issue of Navy News are available from Marine Galleries.

The prints are available in the following formats, larger sizes and framing are available to special order:

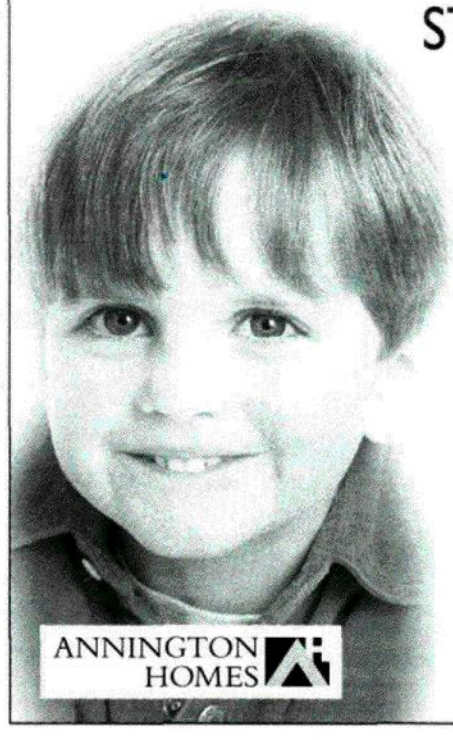
Print size in inches	Print only	Mounted Print	Pack & Post UK	Post & Pack Overseas
8x10	£29.95 6	£44.50 6	£4.00	£8.00
16x20	£49.95 6	£66.50 6	£6.00	£12.00

Please indicate the quantity you wish to order in the appropriate box

Ten percent of the profits generated from sales of the prints will be donated to the Cavalier Association.
Cheques should be made payable to "Marine Galleries" in Sterling please, and sent together with the order to:

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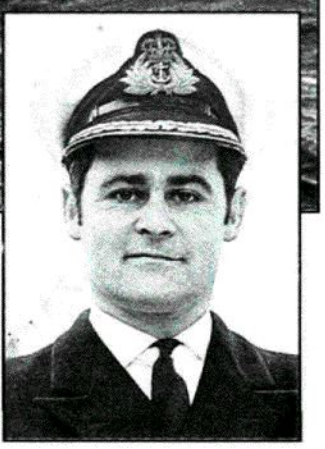
ANNINGTON HOMES

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● *Cavalier pitches in – during her career she had her share of "roughers". Inset: Her last Commanding Officer, Cdr Peter Goddard.*



Christmas Island in the Pacific.

The greater part of her last tour of duty was, however, spent in home waters.

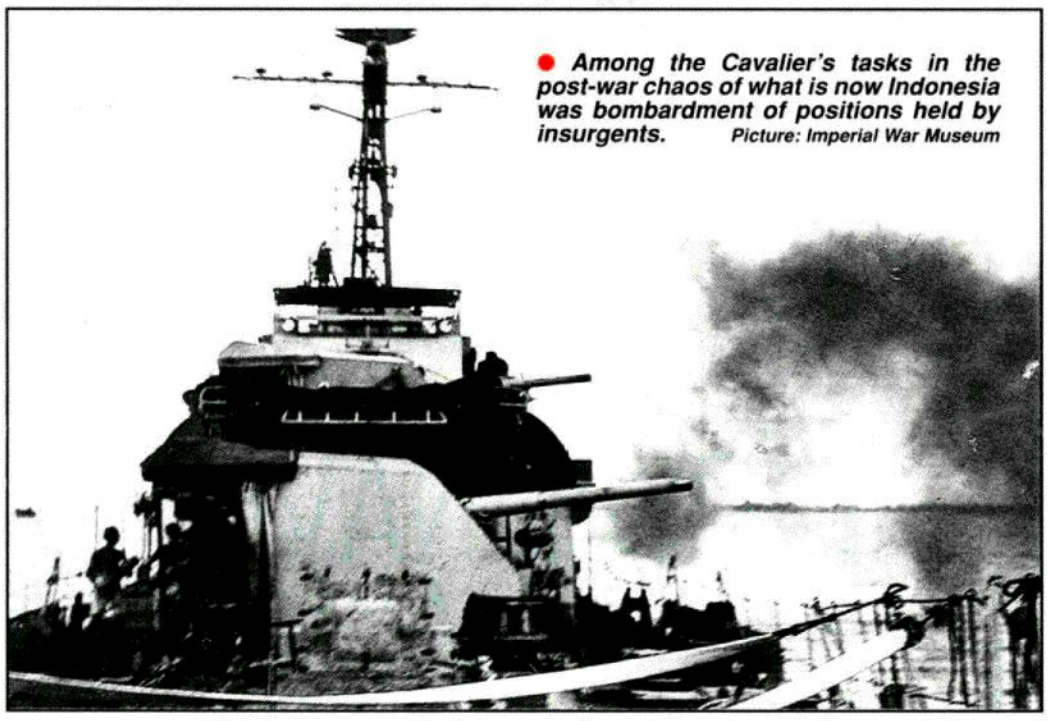
Over the decades her appearance had been altered substantially from that of her wartime design, and although by the 1960s she was an elderly lady, she showed she was not past it when she took part in a much-publicised, full-power race against the frigate HMS Rapid, winning by a short head to be acclaimed as the fastest (major) warship in the Fleet.

■ Peter Erwood is already known for his accounts of the torpedoing and salvage of one of Cavalier's sister-ships, HMS Cassandra, and the loss of HMS Bullen off Cape Wrath a few days later.

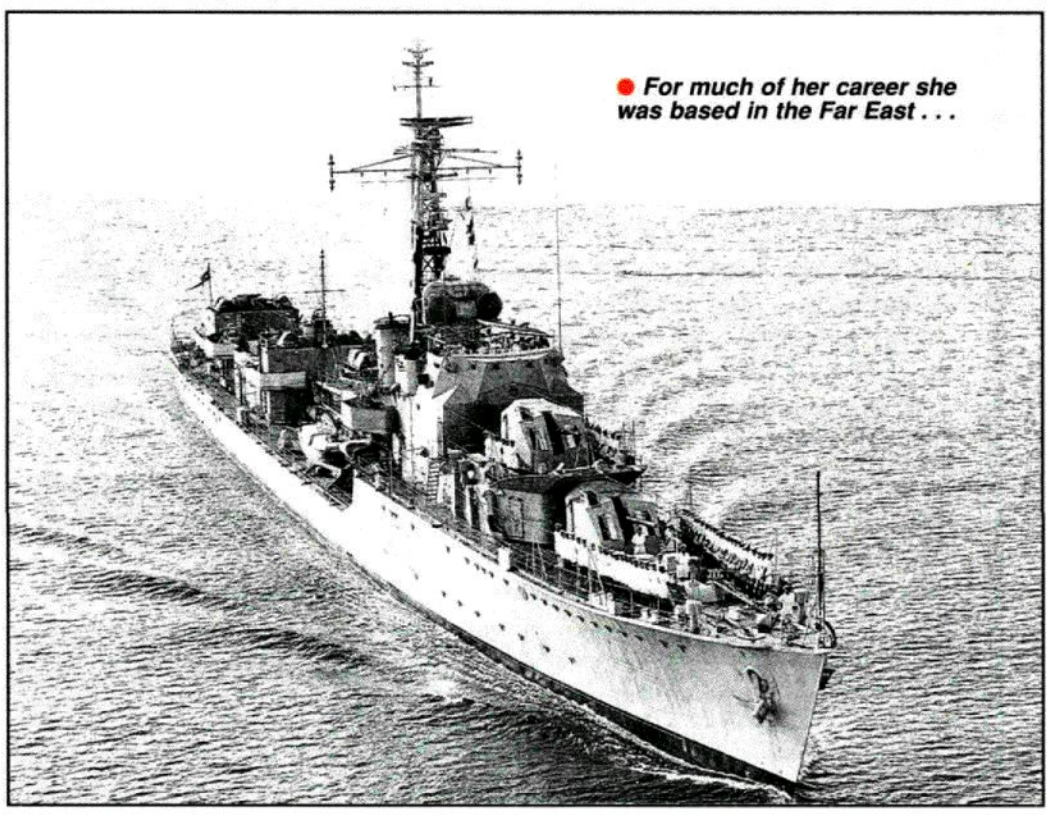
He has now written *Of One Company*, the story of Cavalier herself, compiled in part from the personal reminscences of members of her ship's companies. But it is mainly a biography of the ship herself against the background of world events and the place of the destroyer in British history.

While the book will have obvious appeal to RN and ex-RN personnel, not least ex-Cavaliers, it is also intended for those without any personal links with the ship who may go to Chatham to see her.

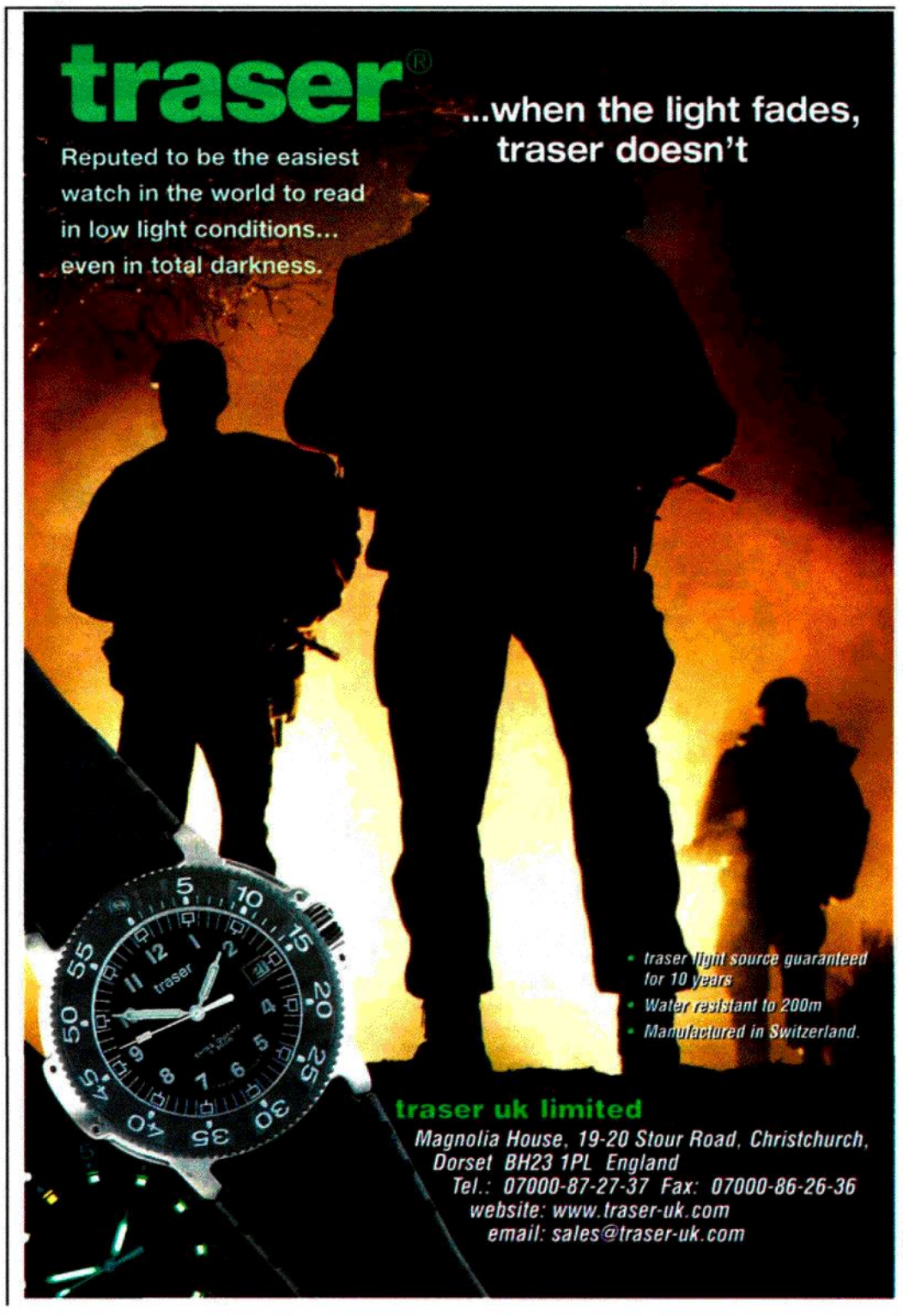
The volume – a paperback including illustrations and maps – is due to be available in June at £7.25 post free from Peter Erwood, c/o Arcturus Press, The Manse, Fleet Hargate, Lincs. PE12 8LL (01406 423791) or from booksellers – ISBN reference 0 907322 69 7.



● *Among the Cavalier's tasks in the post-war chaos of what is now Indonesia was bombardment of positions held by insurgents.* *Picture: Imperial War Museum*



● *For much of her career she was based in the Far East . . .*





● *Safe at last . . . HMS Cavalier arrives at Chatham Historic Dockyard. She was towed from Hebburn by the tug Sun London and was welcomed home by a flotilla of other historic vessels including the paddle steamer Kingsmere Castle, MTB 102 and Dunkirk little ships. Later she was transferred to dry dock.*
Picture: Kent Messenger Group Newspapers

CAVALIER'S LONGEST BATTLE

THE FINAL duty of any warship is to contribute her scrap value to the Exchequer. That seemed to be the fate of HMS Cavalier when in July 1972 her extended service in the Royal Navy came to an end as she paid off at her home port of Chatham.

But over the next 25 years, a period only a little shorter than Cavalier's entire active service, there unfolded a saga of her continued survival against the odds, thanks to the dogged persistence of a relatively few individuals of the Royal Navy of all ranks, both serving and retired.

The campaign to save Cavalier for the nation seemed to have been won when as the ship paid off it was announced that a Trust had been set up under the chairmanship of Rear Admiral Douglas Parker with the aim of buying and preserving her as a memorial museum to all those who had served in World War II destroyers.

The Government suspended disposal action while the Trust sought to raise by public appeal the £75,000 that it was then thought would be needed to acquire and keep her.

Three years later, the ship was still languishing at Chatham, and the HMS Cavalier Trust – by then under the chairmanship of Vice Admiral Sir Ian McIntosh – enlisted the willing help of Earl Mountbatten to announce a new, £250,000 appeal on board the already established museum ship HMS Belfast.

The urgency was emphasised, as ominous references to the ship being scrapped were being made by an officialdom grown impatient with the apparent inability of the Trust to come up with the money to buy her.

The appeal was not wholly successful, and the Trust eventually had to raise a bank loan to buy the ship, which they did in 1976. At last it seemed as if the Cavalier's future was secure. She was towed with due ceremony to her new berth near Mayflower Park, Southampton, Earl Mountbatten being among those who were on board for the ship's arrival.

One amusing yarn which caught the imagination of the news media at the time was the fact that as Cavalier's guns were still in working order, the Trust had to take out a firearms certificate before it was allowed to take delivery.

Unfortunately, not everything went as planned. Southampton did not prove to be the best spot for the ship's public profile and in late 1983 she was moved again – this time to the traditional South Coast resort of Brighton, where she was berthed in the marina.

But it was not long before she was threatened with the scrapyard again. Despite an average of 1,000 visitors a week, the Trust in its efforts to maintain and run the ship had built up debts of £150,000, and in 1985 the bankers were threatening to foreclose on their original loan.

Negotiations to attract commercial sponsorship failed to solve the problem. The creation of an HMS Cavalier Presevation Society, and ambitiousplans to revitalise the ship failed to make substantial headway, and in 1987 the Trust had no option but to let the ship go – not to the scrapyard, but to new owners who had big plans for the warship.

South Tyneside Council paid £70,000 for Cavalier, and saw her as the centrepiece of an ambitious, £25-million plan for a Ship and Shipbuilding Exhibition Centre at Hebburn.



● *Sid Anning . . . one of the chief campaigners in the fight to save the Cavalier.*

The council spent £42,000 on a facelift for their new acquisition and plans went ahead to establish her in a dry dock and open her to the public in 1994. It was Cavalier's 50th anniversary year and, in optimistic mood, the council hosted a commemoration reunion for 200 veterans of the HMS Cavalier Association.

Those plans, too, were to come to naught. As if to confirm Cavalier's growing reputation as a white elephant, the South Tyneside plan for an exhibition centre failed to gain a National Lottery grant – and that, in the words of one council official, was the final straw.

The council was then faced with the fact that they had a ship costing £30,000 a year to maintain – but which was not going anywhere, in more ways than one.

Scrapping was once more on the cards, but now it was the HMS Cavalier Association – under the presidency of Rear Admiral John Hervey and chairmanship of Sid Anning – that weighed in to begin a campaign to save what had become the last destroyer in Britain to see service in World War II.

The Cavalier's last battle seemed futile when weighed against the economic burden that had accompanied the ship for over 20 years – and the financial climate of the time.

Then came interest from an entirely unexpected quarter. A Malaysian tour firm, Star Cruise Porperties, made a bid for Cavalier and planned to transfer her for permanent display as a museum ship near Kuala Lumpur – possibly with her Far Eastern history in mind. It was bettter than having her scrapped, but the Cavalier Association fought on to keep the destroyer in this country – and a campaign fund was set up with the support of *Navy News*.

Vigorous in its lobbying and publicity, and successful in rounding up support from among thousands of Navy veterans, the campaigners persisted in a battle that even they at times thought would be lost.

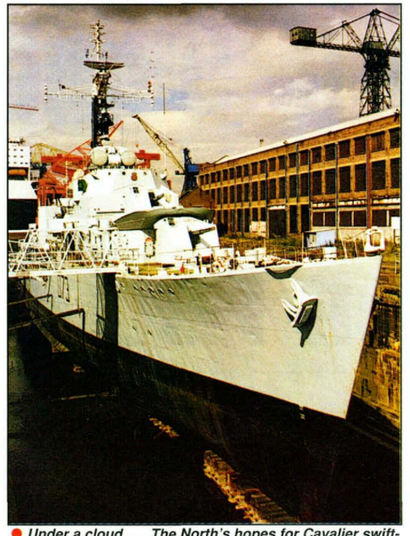
A plan began to form which would bring Cavalier back to her "home" – Chatham, where she could, for the first time, be berthed with other museum ships in the setting of an historic dockyard which already attracted several thousands of visitors each year.

Support came from many sources, not the least being Chatham Historic Dockyard, Medway Towns Council and the Friends of HMS Cavalier Trust.

By the end of 1998 the tide began to turn, thanks to two major factors. The Malaysian company lost interest, perhaps put off by the controversy the plan had aroused, and/or the economic recession which by that time was sweeping through the Far East.

Almost simultaneously the plight of the Cavalier came under the scrutiny of a House

■ Turn to next page



● *Under a cloud . . . The North's hopes for Cavalier swiftly faded when a lack of funds marooned her in her Hebburn dry dock.*



HMS COLLINGWOOD
FIELD GUN DAY
supported by Heineken

On Saturday 19 June, at HMS COLLINGWOOD, Fareham, their Field Gun Day, supported by Heineken, takes place, with the gates opening at 1200. The main attraction is the 1999 Field Gun Competition for the Brickwoods Trophy. Crews from establishments throughout Great Britain compete against each other for this coveted award. The competition takes a slightly different form from the inter command contest at Earls Court, but both celebrate the same historical event, the involvement of naval guns at the relief of Ladysmith during the Boer Wars.

Also featuring will be the Power FM Roadshow with celebrity Disc Jockeys from their breakfast show Rick Jackson and Anna Schofield with competitions and their live broadcast. In addition to this is the "Illustrious Challenge" schools engineering competition, supported by McDonalds, involving schools across the South competing in three different age groups. Their challenge is to build a vehicle designed to transit a straight, uneven and rolling table in the shortest possible time, whilst carrying a cup of coffee. The course is modelled on a bath being transported around HMS ILLUSTRIOUS during adverse weather conditions, aiming to raise money for charity. The special guest presenter for this event will be Angela Lamont of BBC Television. Other exciting attractions include Parachute Display team, White Helmets Motorcycle display Team, Russ Swift Stunt Driving and the Royal Marines Band. Side shows include "Kiddies Corner" with bouncy castles and roundabouts, village fete with coconut shy and lucky dip and Fairground. There will be a Grand Draw in the afternoon with exciting prizes.

Entrance is £7 for a family ticket (consisting of two adults and three children), £3 for Adults, £2 for senior citizens and children.
Car parking is free, with disabled facilities provided.
Proceeds from the day will go to Naval and local charities.

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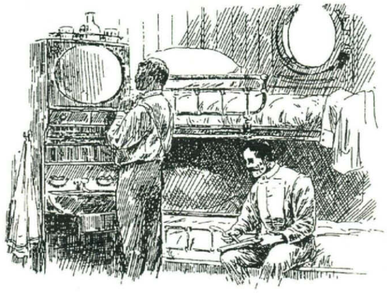
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For details of RNA membership, please complete the slip below.

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- advice on welfare matters.

For more information call: **01705 660296**

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